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## American Railroad Journal.

New York, Saturday, April 22, 1876.

### Burlington, Cedar Rapids and Minnesota Railway.

The bondholders' committee has submitted a plan of re-organization, of which the following is an outline:

The main line and each of the divisions shall be sold under the respective decrees of sale, and shall be bought at such sale by a committee to be known as the "Purchasing Committee in Trust," which committee shall consist of Fred. Taylor, Alexander Taylor, John M. Denison and M. Shepard Bolles.

Such purchase shall be for the benefit of all holders of the first mortgage bonds of the Burlington, Cedar Rapids and Minnesota Railway Company, who shall come into the purchase under this plan.

The Purchasing Committee shall transfer the property, so purchased, to a new corporation, to be organized under their direction. The capital stock of the new corporation shall be \$10,000,000. Such new railway company having acquired title to the property so sold and purchased, shall issue new thirty year 6 per cent mortgage bonds,

to the extent of \$6,500,000, bearing interest from June 1, 1877.

The new bonds and stock shall be apportioned as follows to the present bondholders:

	Present bonds.	New bonds.	New stock.
Main line bonds.	\$5,400,000	\$4,320,000	\$3,780,000
Milwaukee Division .....	2,200,000	1,100,000	1,100,000
Muscataine .....	800,000	240,000	240,000
Pacific .....	1,800,000	450,000	450,000
Remaining in the Treasury .....		390,000	4,330,000
Total .....	\$6,500,000	\$6,500,000	\$10,000,000

It is contemplated that the committee may not purchase all the divisions of the said road, owing to a possible failure on the part of the bondholders, secured on one or more of the divisions, to come into the plan; in which case the stock and bonds of the new company, which would otherwise be distributed on account of the omitted division, shall remain in the treasury. Bonds and stock remaining in the treasury of the new company, shall be used only for the legitimate purposes of the new organization, and with the authority of the Board of Directors of the new company.

### Baltimore and Ohio Railroad.

At the regular meeting of the directors of this company held in Baltimore on the 12th inst., Mr. Decatur H. Miller was unanimously elected to fill the vacancy created by the resignation of Mr. C. Oliver O'Donnell as a director on the part of the stockholders.

The committee of finance reported the following resolutions, which were adopted:

Resolved, That the notification of P. P. Pendleton, Esq., president of the Valley Railroad Company, of the 17th of March, viz., that the board of directors had instructed him to proceed at once to terminate the present arrangements under which the road from Harrisonburg to Staunton is operated by the Baltimore and Ohio Railroad Company, to take effect on the 1st of May next, be accepted by this company, and that said railroad be delivered to said company on that day.

Resolved, That the Baltimore and Ohio Railroad Company decline to lease the road of the Valley Railroad Company for two years from the 1st of May next as proposed by that company.

The committee of finance also reported the following resolution, which was adopted:

Resolved, That appeals be taken from the recent decisions of the Howard County Court in the cases of the State of Maryland vs. the Baltimore and Ohio Railroad Company for the tax of 20 per

cent. on the gross receipts for passengers between Baltimore and Washington.

The following resolutions, reported by the same committee, were unanimously adopted:

Resolved, That a dividend of five per cent. be declared on the stock of the main stem of the Baltimore and Ohio railroad for the half year ended March 31, payable on and after the first of May proximo, at the Merchant's National Bank of Baltimore, and that the transfer books be closed on the 19th instant and remain closed until May 1.

Resolved, That it is inexpedient to declare a dividend on the stock of the Washington Branch road, in view of the continued claim of the State of Maryland for a tax of twenty per cent. on the gross receipts for passengers from December 10, 1870, since which date the said tax has not been collected by the company.

With regard to the proposition of the Valley directors, through their president, it was to lease the road to the Baltimore and Ohio Company for two years, at \$30,000 a year. The Baltimore and Ohio, however, holds that it cannot give better terms than heretofore, and though some loss has occurred under the present arrangement to the Valley company during the dull winter months, in this period of depression, yet the Baltimore and Ohio, as a one-third owner, necessarily shares that loss in due proportion, and does not see why it should shoulder also that of its copartners.

After the transaction of the usual routine business the board adjourned.

### The Illinois Railroad Tax Cases.

The following decision, among others, was rendered in the Supreme Court of the United States on the 17th inst.: 702, Taylor, collector, vs. Segor et al.; 701, Miller, collector, vs. Jessop et al., and Miller, collector, vs. Kidder and others. Error to the Circuit Court for the northern district of Illinois. In these cases the court held that the theory of the system of railroad taxation established by the act of the State of Illinois in 1872, the operation of which the court below enjoined, is manifestly to treat the railroad track, its rolling stock, its franchise and its capital as a unit for taxation, and to distribute the assessed value of this unit according as the road in each county, city and town bears to the whole length of the road, and that such a system is entirely within the authority of the State to create.

After an elaborate examination of the objec-

tions made to the law, the court say that the question being upon the validity of the State law, as granted by the State constitution, it is together with the question of the construction of the State altogether within State jurisdiction, and that the decisions of the State courts in such cases are to be accepted as the rule of decision in the federal courts, and as the State court has already decided the same question involving the same consideration urged here, the judgment would be reversed for that reason, independent of any other. Decrees reversed, with directions to dissolve the injunction and dismiss the bills. Mr. Justice Miller delivered the opinion.

#### Cleveland, Columbus, Cincinnati and Indianapolis Railway.

The earnings and expenses of this road for the years ending December 31, 1874 and 1875, were as follows:

Earnings:	1874.	1875.
From passengers....	\$786,249 76	\$774,933 75
" freight.....	3,146,197 40	2,647,225 89
" express.....	83,696 73	81,069 04
" mail.....	74,427 88	82,404 76
" rents.....	60,981 52	62,044 01
" interest and dividends.....	95,053 29	136,540 33

Total.....\$4,248,606 08 \$3,774,217 28

#### Expenses, viz:

Freight expenses....	\$870,840 91	\$756,268 33
Passenger expenses....	242,935 10	227,870 52
Legal expenses.....	13,832 68	14,763 44
General expenses....	122,167 11	114,778 27
Repairs of locomotives	189,225 44	184,215 96
Repairs of pass. cars	57,446 07	57,118 25
Repairs of freight cars	208,191 92	189,761 53
Repairs of track....	594,616 39	473,016 71
Repairs of buildings	65,902 13	52,468 63
Repairs of fences....	27,662 24	20,022 98
Repairs of bridges....	60,275 54	25,848 48
Oil and waste.....	49,326 48	50,586 25
Fuel account.....	406,718 81	308,765 65
Damage to stock....	7,092 08	5,476 82
Loss and damage....	14,551 15	18,109 10
Gratuities & damages	19,287 12	41,105 73
Telegraph expenses..	44,093 39	42,485 00
Balance car service..	187,970 48	144,715 82

Total.....\$3,182,155 04 \$2,726,876 47

Earnings less exp. \$1,066,451 04 \$1,047,340 81

Add balance from previous year.....275,608 78

Profit on the sale of stock of The Empire Transportation Co.....47,717 14

Total.....\$1,370,566 68

#### Disbursed as follows, viz:

Taxes.....	\$163,316 32
Interest on bonds.....	383,763 30
Dividend 3 per ct. February 1, 1876	449,718 00
Discount on \$1,500,000 First Consolidated bonds sold.....	150,000 00
Sundry accounts charged off as worthless.....	1,181 32
Surplus December 31, 1875.....	222,587 74

Total, as above.....\$1,370,566 68

The gross earnings in 1875 were \$3,774,217 28, and the total expenses, including taxes and interest, were \$3,273,956 09, leaving a balance applicable to dividends of \$500,261 19. In 1874, the earnings were \$4,248,606 08, the expenses \$3,632,983 61, and the balance, after payment of taxes and interest, \$615,622 47. The ratio of expenses to earnings in 1875 was 72.25 against 74.90 in 1874. The President in his report says:

The earnings of the year are \$474,388 80 less than those of 1874, or 11.16 per cent. The operating expenses of the year are \$455,278 57 less than those of 1874, or 14.3 per cent.

The decrease of earnings is largely due to the unprecedented low rates of freight prevailing

throughout the greater portion of the year, arising from a struggle of extraordinary severity and long continuance between rival trunk lines, coupled with the unsettled and feverish condition of the business of the country.

Rates, depressed to such an unusual degree, with no exception as to kind or amount of traffic, had brought about a condition of affairs by mid-summer as threatened the worst financial results to all roads, involving the vital interests of the stock and bondholders of American Railways, and affecting as well State and local prosperity.

It seemed not to be generally appreciated that, in the undulating fall, year by year since 1867, of the rail transportation rates, the railroad lines had reached in 1874 almost the lowest practicable limit.

In the case of your railway the average freight rate obtained in 1874 was but 1.192 cents per ton per mile, the through freight rate eastward being but 0.921 cents per ton per mile.

As low as these rates were, as cheaply served as had been all communities in transportation affairs, the results of the year just closed show a further decrease in rates, the through eastward rate being but 0.751 cents per ton per mile, and the average rate of all freight having fallen to 1.005 cents per ton per mile.

Only in the restoration and maintenance of a just and reasonable compensation for the carriage of traffic is the assurance of net earnings, and which shall secure something approaching uniform financial success or reliability in the operation of western railways.

The practical effect of this depression of rates, growing out of conflict and unlicensed rivalry, is shown by the fact that if the low rates of 1874 had been maintained upon the freight traffic of 1875, the net earnings from that source would have been increased \$491,453 42, whilst the income from passenger business would have been augmented by \$53,373 45.

The tonnage of the year has not materially varied from that of 1874. The policy has been rather to avoid at times increasing tonnage, from the certain knowledge of financial loss in its carriage, but endeavoring to keep the railway and the communities and interests which it served in thorough accord.

And at no time in its past history has the railway been in a better condition to meet every and all possible requirements, either of the present or future, in the amount and economical management of transportation demand.

#### BONDED DEBT.

Reference is made to the following extract from the last annual report, viz:

To provide means for increasing the facilities of the railway, and to meet the indebtedness referred to in the last annual report, on account of construction expenditures and advance outlays under contract, the board decided upon the creation of a General Sinking Fund Mortgage, to the amount of seven millions five hundred thousand dollars, secured by a cumulative sinking fund of one per cent. per annum, with interest at seven per cent. currency, or six per cent. gold, payable semi-annually.

Of this security, called a First Consolidated Mortgage bond of this company, one million dollars have been sold to Messrs. Drexel, Morgan & Co., yielding the company ninety per cent. and accrued interest.

This Consolidated Mortgage covers all the prior mortgages of this company, as follows:

First Mortgage Sinking Fund bonds of this company, due 1899.....	\$3,000,000
First Mortgage Bonds Bellefontaine and Indiana Railroad Company, due 1875 to 1899.....	448,000
First Mortgage Bonds Cleveland, Columbus and Cincinnati Railroad, \$25,000 payable each year, 1875 to 1884.....	248,000
Total.....	\$3,696,000

The payment of this amount of three millions six hundred and ninety-six thousand dollars was

provided for in the Consolidated Trust Deed, by requiring the Trustees in advance of any other delivery of bonds by them, to deposit with the United States Trust Company of New York City, in trust, three thousand six hundred and ninety-six of the Consolidated Mortgage bonds, which can only be used in payment of the bonds of the prior mortgages, and for no other purpose whatever.

This duty has been performed by the Trustees, and the mortgage indebtedness of the company cannot, therefore, exceed one and one half million dollars.

#### EXPENDITURES.

The date of the first and previous sale of Consolidated Mortgage bonds to Messrs. Drexel, Morgan & Co. was June 10th, 1874, and the terms of the sale gave those gentlemen the option of purchasing on or before July 1st, 1875, one and one half millions additional of the same bonds at the price of ninety per cent., with accrued interest. This option was duly declared, and the additional one and one-half million of bonds taken by Messrs. Drexel, Morgan & Co., previous to 1st July last, yielded to the company \$1,350,000.

The details of the present bonded debt, and of the amount of bonds currently cancelled, appear in the annexed exhibits of the Auditor.

During the year, under contract obligations, there has been advanced to the Indianapolis and St. Louis R.

R. the sum of.....\$235,432 00

And to the Cincinnati and Springfield Railway the sum of.....\$167,553 58

On account of construction work there has been expended.....\$188,794 63

And in the redemption of sundry notes given for the purchase of Central

Tract in the City of Cleveland....\$203,185 94

These with other items of expense, including cost of completion of the Union Depot at Columbus, appearing in full in the Auditor's report, constitute a total expenditure of \$836,366 15; for all of which due preparation had been made in the disposal of the Consolidated Mortgage bonds, under the well considered plan attending their issue.

The outlook of the affairs of the Indianapolis and St. Louis Line, which, in its reconstruction and operating, has been uniformly attended with varying loss, is at the present time most encouraging. That road with its equipment, is now in good order, and, under a consolidated working arrangement with the Terre Haute and Indianapolis Railroad, which has been recently agreed upon between the respective companies, satisfactory financial results in the joint operation of the lines may be reasonably expected.

The Indianapolis and St. Louis road, as well as the Cincinnati and Springfield Railway, has suffered in revenue from the feverish condition of business, and from unremunerative traffic rates. In respect of the Cincinnati and Springfield Railway it is remarked that of its capital stock of one million one hundred thousand dollars, this company is the owner of five hundred and fifty-nine thousand eight hundred dollars.

Early in the year it was thought desirable to sell the stock of the Empire Transportation Company, heretofore held by this company, at the same time modifying the contract of said Transportation Company in connection with this railway. The profit realized from this stock appears in the Auditor's exhibit.

The absolute gift to this company of one hundred acres of valuable land, including additional and most important right of way, at and near Brightwood, Indiana, near Indianapolis, upon the sole condition of the erection of certain machine and car shops thereon, has been utilized the past year, as appears by the accompanying report of the Chief Engineer. Not only is the company amply accommodated for all time in its shop facilities for the Indianapolis Division of its railway, by this most desirable acquisition, but at once there has been removed any and all difficulty



with the municipal authority of the city of Indianapolis, consequent upon the otherwise necessary rebuilding of the old and inferior shop buildings upon what has now become a part of the business centre of that city, thus leaving to the company by this arrangement a very valuable tract of city property for rental or disposal.

The local freight tonnage of the line, notwithstanding the generally unsettled condition of business, has been more than maintained. There has been a satisfactory increase in the coal freights, and the movement of stone and iron has exceeded the tonnage of any previous year.

Coupled with the promise for the future of the railway, in the continued increase of its local traffic, and the reasonable hope of the maintenance of remunerative rates upon all business as compared with the results of the previous year, it is a further source of strength that there has come in the administration of your railway, and to its counsels, in the protection and advancement of its interests, the fullest measure of harmony and accord.

Occasion is taken to recognize the cheerfulness and good feeling which has characterized the officers and employees generally, whilst co-operating in the reduction of expenses.

In all respects, the road with its equipment, has been fully maintained.

The number of locomotives in service at the close of the year was 133; of these 128 were coal burners, and 5 wood burners.

The mileage for the year was: passenger service, 925,296 miles; freight service, 3,069,118 miles; construction, fuel and repairs, 164,115 miles—total, 4,158,591 miles, a decrease of 54,397 miles.

The passenger and freight equipment in service at the close of the year was as follows: 36 passenger, 8 smoking, 8 sleeping, 2 parlor, 1 directors' and 1 paymaster's coaches, and 16 baggage and express, 1 mail, 3 U. S. postal, 1906 box, 241 stock, 570 flat, 577 coal, 59 caboose, 5 derrick wrecking, and 2 relief tool cars.

The equipment for the Cincinnati and Springfield line was as follows: 16 locomotives, 15 passenger coaches, 6 baggage and express, 2 U. S. postal, 100 stock, 100 coal, 70 freight box, 30 White Line box, and 8 caboose cars.

The total number of passengers carried was 780,470; of whom 722,467 were way, and 58,003 through. Number of passengers carried one mile, 30,497,320. Average rate per passenger per mile, 2.541 cents, against 2.716 cents in 1874, and 3.009 cents in 1873.

The total number of tons of freight carried was 1,611,174; of which 955,948 tons were through, and 654,226 way. Of the through freight, 747,473 tons were carried eastward and 209,475 westward. Of the way freight, 401,428 tons were carried eastward, and 252,798 westward. Total eastward bound, 1,148,901; do. westward do. 462,273. Number of tons carried one mile, 268,311,981. Average rate per ton per mile, 1.006 cents, against 1.192 cents in 1874, and 1.362 cents in 1873.

The renewals of track for the year embrace the following: 3,548.47 gross tons Bessemer steel rail, 2,545.13 gross tons re-rolled iron rail, 222,000 lbs. railroad spike, 257,408 iron joint splices, 112,557 lbs. track bolts and nuts, 10,650 repaired rails, and 29,082 cubic yards ballast. 64½ miles of track were re-laid during the year—37½ miles with Bessemer steel rails, and 27 miles with re-rolled iron rails.

This amount of rail, though less, considerably, than the average laid for the last few years, leaves

the track, at the close of the year, in fully as good condition as respects the rail, as any time heretofore. There were thoroughly ballasted about 25 miles of track, and some 10 or 12 miles more partially so, and 140,308 cross-ties were renewed.

There is now laid in the track 287 miles of Bessemer steel rail, and there are remaining in main and double tracks, 172 miles of iron rail. This amount of steel rail has been put in within the last seven years, and the amount taken out on account of failures, from all causes, in the whole seven years, is a trifle less than 11 per cent.

Notwithstanding the considerable reduction of expense in this item of track, as compared with the previous year, the track has not been allowed to deteriorate, but is fully equal to its best in any former year.

#### ABSTRACT OF LEDGER BALANCES, Dec. 31, 1875.

ASSETS.	
Construction.....	\$17,578,581 37
Materials on hand:	
For repairs of track.....	\$140,104 20
For repairs of cars and engines.....	195,499 26
For fuel and oil and waste.....	57,718 51
	393,321 97
Cash and cash assets:	
Cash in hands of treasurer.....	\$936,956 25
Bills receivable.....	245,932 64
Due from Post Office Department.....	23,399 39
Due from agents and others.....	127,098 30
Due from other railroad companies.....	171,001 22
	1,584,388 30
Other assets:	
Indianapolis and St. Louis Railway stock, cost.....	\$300,000 00
500 Indianapolis & St. Louis 2d Mortgage bonds, cost.....	458,750 00
249 Indianapolis & St. Louis Equipment bonds, cost.....	218,000 00
Indianapolis and St. Louis Railway Trusts, cost.....	73,998 40
526 Cincinnati and Springfield Railway 2d Mortgage bonds, cost.....	526,000 00
Cincinnati and Springfield Railway, advances to cost.....	814,776 63
Dayton and Union Railroad bonds & stock, cost.....	129,285 77
156 Columbus Union Depot Co.'s bonds, cost.....	124,600 00
Columbus Union Depot Co.'s stock, cost.....	37,298 75
1 Ohio and Mississippi (Springfield Div.) bond, cost.....	1,000 00
2 Scioto and Hocking Valley R. R. bonds, cost.....	2,000 00
Merchants Despatch Co.'s stock, cost.....	25,000 00
Wood lands.....	37,634 92
Real estate.....	8,965 31
Pendleton Stone Quarry.....	4,739 66
	2,756,999 44
	\$22,263,091 08

LIABILITIES.	
Capital stock.....	\$15,000,000 00
Less owned and held by the company.....	8,200 00
	\$14,991,800 00
Cleveland, Columbus and Cincinnati Railroad Co. bonds, \$25,000 falling due each year.....	228,000 00
Bellefontaine and Indiana Railroad 1st Mortgage bonds.....	411,000 00
Indianapolis, Pittsburgh and Cleveland Railroad 1st Mortgage bonds, past due.....	1,000 00
Cleveland, Columbus, Cincinnati and Indianapolis Railway Co. 1st Mortgage Sinking Fund bonds.....	3,000,000 00
Cleveland, Columbus, Cincinnati and Indianapolis Railway Co. 1st Consolidated Mortgage bonds.....	2,500,000 00
Bills payable.....	60,000 00
New York dividends, unpaid.....	22,547 78
Bills audited.....	846,437 56
Dividend No. 14, payable February 1st, 1876.....	449,718 00
Balance to surplus account.....	222,587 74
	\$22,263,091 08

President.—J. H. DEVEREUX.

Vice President.—H. B. HURLBUT.

Directors.—J. H. Devereux, H. B. Hurlbut, S. Burke, James Barnett, L. M. Hubby, T. P. Handy, Amos Townsend, Cleveland; B. S. Brown, Columbus; R. M. Shoemaker Cincinnati; H. J. Jewett, Hermann R. Baltzer, F. L. Leland, Walton Ferguson, New York.

Secretary and Treasurer.—Geo. H. RUSSELL.

Assistant Sec'y and Treasurer.—Geo. S. RUSSELL.

General Superintendent.—E. S. FLINT.

Chief Engineer.—FRANK FORD.

Auditor.—A. ELY.

#### Steel Rails.

In the last annual report of the Lehigh Valley Railroad Company reference is made to the steel rails used on its track as follows:

Our steel rails are wearing well generally, although a number have broken. We have in use on main line between Wilkes-Barre and Easton, and in Beaver Meadow and Hazleton branches, 128 21 miles of track laid with steel. During the past year we have had 171 rails broken in track from various causes. The breakage of different trakers varies widely, the highest being 33 rails in 5.16 miles of track; the lowest, one rail in 23.05 miles of track. I think 58 lbs. per yard rather light for our heavy track, and would recommend the substitution of 66-lb. rail, similar in section to that laid on the Easton and Amboy Railroad. The rails now in use could be used in the light car track, which is now laid with iron. We would get a very much better track, and, in my opinion, save the interest on additional cost of rails by lessening the expense of keeping up the track.

None of the steel rails in use have absolutely worn out, but those laid at Weatherly in 1864, and in curve at Manch Chunk depot in the year following, have become so worn as to be unsafe in main track, and will be replaced.

Some idea of the relative service of iron and steel rails may be gleaned from the following statement: In September, 1867, new iron rails were laid on Parkerton scales. They had to be renewed in a little over a year, after having passed a tonnage of 2,263,675 tons; the second set of iron were renewed after a passage of 1,524,870 tons. Steel rails were then laid about the first of June, 1869, and remained until new scale was put in in June, 1872, when the same rails were laid in the track just above the scale, but where all coal going on the scale would pass over them. Our agent reports a tonnage of 24,298,568 tons over them, and that the rails are perfectly good at this time.

### Railways in Portugal.

At the first sitting of the Portuguese Chambers the House of Peers approved the project of law voted during the Legislative Session of 1875 by the Chamber of Deputies for the construction of lines of railway at Beira Alta, Beira Baixa, and the Algarve. The first is international, and will be the shortest route between Lisbon and Central Europe; the second connects the Spanish railways; the third unites the Province of Algarve with the Portuguese railways, and will therefore be in communication with Spain so soon as the lines of the neighboring State reach the Guadiana, where the Alemtejo line already awaits a junction with them. In the Northern Provinces a railway is being made to Valencia, which will join the Galician lines and the Douro line (Tras-os Montes), which will link the wine-producing region of Oporto with the city whence this production is shipped. Of these two lines, the first has a branch to Braga, which has been opened for traffic since May 1875, and another branch to Guimaraes, which is being constructed.

### The Issue of Silver Coin in place of Fractional Currency.

The Secretary of the Treasury has issued the following circular instructions concerning the issue of silver coin of the United States in place of fractional currency:

WASHINGTON, D. C. April 18, 1876.

By virtue of the authority vested in the Secretary of the Treasury by the second section of an act entitled, "An Act to provide for a Deficiency in the Printing and Engraving Bureau of the Treasury Department and for the issue of Silver Coin of the United States in Place of Fractional Currency," approved April 17, 1876, the several officers below named are hereby authorized, upon the presentation at their respective offices for redemption of the fractional currency of the United States in sums of \$5 or multiples thereof, assorted by denominations, and in amounts not to exceed \$100, to issue therefor a like amount of the silver coin of the United States of the denominations of ten, twenty, twenty-five and fifty cents; and furthermore, upon the presentation for redemption at the office of the Secretary of the Treasury of the United States in this city of any amount of such currency properly assorted, and in sums of not less than \$5, the Treasurer is authorized to issue silver coin therefor to the amount of the currency presented, or he may issue his check therefor, payable in silver at either of the offices hereinafter named, at the option of the party presenting the currency, as far as may be practicable from time to time. Fractional currency redeemed in silver under these instructions, by any of the Assistant Treasurers or any designated depositaries of the United States, will be sent in sums of \$1,000 or multiples thereof to the Treasurer of the United States in this city, the amount to be charged in the Treasurer's general coin account as a transfer of funds, and any amount of such currency for which silver has been paid remaining at any time in the care of the several offices will be treated as coin assets, and in no case will such fractional currency be reissued.

Fractional currency sent by express or other wise to the officers below named, for redemption in silver, under the provisions of this circular, should be accompanied by a letter of advice, stating fully the address of the sender and how the remittance in payment therefor is desired, and, if by Treasurer's check, the office at which the check should be made payable. The government will not pay express charges on the silver issued or the fractional currency presented for redemption under the provisions of this circular. The officers herein referred to are as follows:—The Treasurer of the United States at Washington, D. C.; the Assistant Treasurer of the United

States at Boston, Mass.; the Assistant Treasurer of the United States at New York city, N. Y.; the Assistant Treasurer of the United States at Philadelphia, Pa.; the Assistant Treasurer of the United States at St. Louis, Mo.; the Assistant Treasurer of the United States at Charleston, S. C.; the Assistant Treasurer of the United States at New Orleans, La.; the Assistant Treasurer of the United States at Cincinnati, Ohio; the Assistant Treasurer of the United States at Chicago, Ill.; the Assistant Treasurer of the United States at San Francisco, Cal.; the Assistant Treasurer of the United States at Baltimore, Md.; the United States Depository at Buffalo, N. Y.; the United States Depository at Pittsburg, Pa.

B. H. BARSTOW, Secretary.

### Allegheny Valley Railroad.

At the annual meeting of the stockholders of this company held in Pittsburg, Penn., on the 11th inst., the following board of managers for the ensuing year was elected: John Scott, Pittsburg; Thomas A. Scott, Philadelphia; George B. Roberts, Philadelphia; Wm. M. Lyon, Pittsburg; D. A. Stewart, Pittsburg; S. M. Felton, Philadelphia; B. F. Jones, Pittsburg; Henry M. Phillips, Philadelphia; A. J. Cassatt, Philadelphia.

From the report which was presented we learn that the earnings of the road during the years ending December 31, 1874 and 1875, were as follows:

	1874.	1875.
From freight.....	\$1,823,306 27	\$1,895,207 20
" passengers.....	508,100 26	421,764 47
" express.....	14,040 36	17,750 59
" mail.....	11,280 35	25,292 71
" rents.....	5,565 12	4,855 54
" miscellaneous.....	27,179 64	34,787 97
	\$2,389,472 00	\$2,399,638 48

### Expenses, viz:

Conducting transp....	\$375,106 00	\$342,807 66
Motive power.....	365,725 62	315,081 18
Maintenance of cars.....	133,672 23	126,927 67
Maintenance of way.....	506,135 11	557,375 14

	\$1,380,638 96	\$1,342,141 65
General expenses.....	90,145 77	72,854 70

	\$1,470,784 73	\$1,414,996 35
Net earnings....	\$918,687 27	\$984,642 13

Showing an increase in earnings of \$10,166 48, with a decrease in expenses of \$55,788 38—making the increase in net earnings \$65,954 86.

It will be seen that the freight earnings increased \$71,900 98 over 1874, while the passenger earnings decreased \$86,335 79. The report says: "This result is attributable in part to the low prices at which crude oil ruled during the year, which discouraged adventures in that line, but perhaps more largely to the fact that few persons had, during the past year, any surplus income, and traveling was a luxury that had to be dispensed with."

The earnings of the River Division (Pittsburg to Oil City) in 1875 were \$1,868,193 55, the expenses \$1,139,935 40, and the net earnings \$728,258 15. In 1874 the earnings were \$2,107,446 12, the expenses \$1,285,686 37, and the net earnings \$821,759 75, showing a decrease in earnings of \$239,252 57, with a decrease in expenses of \$145,750 97—making the decrease in net earnings \$93,501 60. The decrease in earnings of this division is attributable "to the diversion from it to the low grade division of the crude oil trade" as far as the freight is concerned, while the passenger decrease (\$109,641 89 included in the above) is attributed to the cause given already.

The earnings of the Low Grade Division (Red Bank to Driftwood) were \$510,473 65, the expenses \$263,286 87, and the net earnings \$247,186 78. In 1874 the earnings were \$277,242 92, the expenses \$177,065 18, and the net earnings \$100,177 74—showing an increase in earnings of \$233,230 73, with an increase in expenses of \$86,221 69—making the increase in net earnings \$147,009 01. This increase is largely owing to the fact that this division was only in operation for eight months in 1874, against twelve months in 1875. Also, to the development of the coal traffic along the line. Valuable iron ore deposits along this line are alluded to in the report, as well as the possible future of this traffic.

The earnings of the Sligo Branch (10 miles) were \$20,971 28, the expenses \$11,774 08, and the net earnings \$9,197 20. In 1874 the earnings were \$4,782 96, and the expenses \$8,033 18, a deficit of \$3,250 22—showing an increase in earnings of \$16,188 32, with an increase in expenses of \$3,740 90—an improvement of \$5,946 98. This increase is attributed mainly to the existence of an oil pipe line terminating at Sligo.

During 1875, 53 miles of rails were laid on the River Division, at a cost of \$145,439 34. Of these 2,093 tons were steel rails, costing \$78,457 51; and it is intended to lay the entire River Division and the sharp curves of the Low Grade Division with steel rails.

The equipment consists of 74 locomotives, 31 passenger coaches, 10 baggage, 1 mail, 2,012 freight, 1 pay and 41 working cars.

The value of the entire line and equipment is placed at \$23,837,683 79; and the available assets, including shops, materials, cash in hand, and balances due from agents and individuals, \$460,703 57—a total of.....\$24,298,387 36

Added to the above are:

Balance due from Oil Creek and Allegheny River R. R. (in bonds)	158,511 21
Claims in suit.....	408,532 43
Balance likely to be charged to construction.....	26,784 64
Cost of Buffalo, Corry and Pittsburg Railroad (43 miles).....	501,634 56
Cost of stock in Oil Creek and Allegheny River Railroad Company (41,000 shares).....	1,692,250 00
Cost of stock in Brady's Bend Bridge Company.....	30,000 00
Balance of income account (profit and loss).....	661,597 47

Total assets.....\$27,757,697 67

### LIABILITIES.

Capital stock (433,300 shares).....	\$2,166,500 00
Funded debt.....	17,382,000 00
Income bonds.....	5,403,900 00

Total capital and funded debt.....\$24,952,400 00

Bonds and mortgages on real estate.....	136,448 97
Due railroad companies on current accounts.....	133,030 34
Accounts and bills payable.....	368,418 56
Amount of coupons advanced for by Pennsylvania Railroad.....	1,049,685 00
Interest accrued due January and April, 1876.....	441,579 28
Suspended debt.....	676,140 52
Total.....	\$27,757,697 67

The total cost of road up to December 31, 1875, is given at \$32,831,683 70, of which the settlement of the suspended debt has been



made by most of the creditors on the terms of the composition in bankruptcy. The amount remaining unsettled with the close of 1875 being \$676,140 52. Of this \$111,895 22 is secured debt incurred for the purchase of the Buffalo, Corry and Pittsburgh Railroad. The income bonds issued to December 31st, 1875, on account of suspended debt and interest amount to \$5,403,900. Contributions by the Pennsylvania Railroad, Philadelphia and Erie, and Northern Central companies to the payment of the deficit in this company's earnings, of the amount needed to pay interest on the income bonds, under the terms of the contract of October 2, 1874, amount to \$99,681 89; interest on the income bonds held by individuals has been paid in cash as due, that to the railroads in bonds. The report then alludes to the Oil Creek and Allegheny River Railroad and the Buffalo, Corry and Pittsburgh Railroad, in which the Allegheny Valley Railroad owns controlling interests; it concludes by remarking that the present condition of the Allegheny Valley Railroad is better than for years before, and that its operations have been carried on without a serious accident during the year, not a single passenger having been killed or injured during 1875.

#### Cleveland, Tuscarawas Valley and Wheeling Railroad.

This road was formerly the Lake Shore and Tuscarawas Valley, but was sold under foreclosure of mortgage and reorganized under the present name early in 1875. The equipment consists of 15 engines, 8 passenger train cars, 20 box and 430 coal cars; and 100 more coal cars are under contract. There are also on the road 225 coal cars belonging to private parties.

The capital account is as follows:

Stock .....	\$1,055,950
First mortgage bonds.....	\$2,180,000
Second mortgage bonds.....	988,921
	3,168,921
Total .....	\$4,224,871
The total amount of stock authorized is \$1,250,000; second mortgage bonds, \$1,250,000.	
For the eleven months ending December 31, 1875, the earnings were as follows:	
From freight.....	\$329,475 30
" passengers .....	78,110 11
" mails and express.....	5,924 70
" miscellaneous.....	1,251 07
Total.....	\$414,761 18
Working expenses (53 per cent).....	219,841 07
Net earnings.....	\$194,920 11
Interest on debt.....	155,112 48
Balance, net profit.....	\$39,807 63

#### California and Oregon Railroad.

The Yreka (Cal.) Journal of April 5th says that there seems to be some prospect of the gap being soon closed by rail between Reading and Roseburg, opening a vast and rich country to easy communication with the great centers of trade and the principal seaports. The gap to be closed and now traveled by stages is 250 miles in extent, and is all that prevents an immense country on either side of the route from being developed and made a rich and prosperous domain. The agent of the German bondholders will thoroughly reorganize the Oregon branch, and endeavor to make some compromise with the Central Pacific towards completing the road, from the fact that unless

through communication is made by rail from Sacramento to Portland neither branch will be paying enterprises. The Central Pacific Company is supposed to be ready to go ahead any time, whenever the Oregon branch guarantees to do the same towards forming a junction at the California and Oregon boundary.

#### Homestead and Pre-emption Entries within Land Grant Limits.

The following is the full text of the bill recently passed by Congress relative to homestead and pre-emption entries within land grant limits. It does not confirm, but on the contrary entirely reverses the ruling of Secretary Delano, that railroad grants can take effect prior to the reception at the local land offices of notice of withdrawal:

Be it enacted, &c., That all pre-emption and homestead entries, or entries in compliance with any law of the United States of the public land made in good faith by actual settlers upon tracts of land, if not more than 160 acres each, within the limits of any land grant prior to the time when notice of withdrawal of lands embraced in such grant was received at the local land office of the district in which such lands are situated, or after their restoration to market by order of the general land officer, and where the pre-emption and homestead laws have been complied with, and proper proofs thereof have been made by the parties holding such tracts or parcels, they shall be confirmed and patents for same shall issue to the parties entitled thereto.

Section 2. That when at the time of such withdrawal as aforesaid valid pre-emption or homestead claims existed upon any lands within the limits of any such grants, which afterward were abandoned, and under the decisions and rulings of the Land Department were re-entered by pre-emption or homestead claimants who have complied with the laws governing pre-emption or homestead entries, and shall make the proper proofs required under such laws, such entries shall be deemed valid, and patents shall issue therefor to the person entitled thereto.

Section 3. That all such pre-emption and homestead entries which may have been made by permission of the land department or in pursuance of the rules and instructions thereof within the limits of any land grant at a time subsequent to the expiration of such grant, shall be deemed valid, and a compliance with the laws and the making of the proof required shall entitle the holder of such claim to a patent therefor.

#### A New Steam Dummy.

A trial test was recently had on the Haddington Branch of the West Philadelphia Passenger Railway of a steam dummy made by the Atlantic works of Boston, and the invention of James P. Woodbury. The peculiarity of this dummy consists in the comparative isolation of the engine from the body of the car. The car body rests upon two trucks of four wheels each, which are swivelled so that a sharp curve can be turned as readily as by a small car. The engine and boiler rest upon the forward trucks and not upon the car body, and turn with the truck; the bearings of the driving crank are not the same as those of the wheels, but the crank shaft is entirely independent of them. The two cylinders are 7 inches in diameter and 12 inches stroke. The car, which was constructed for use on a steam road, and which would probably be modified for use upon the streets, is 30 feet long, and 8 feet wide, and seats 35 passengers.

The route selected had several very heavy grades, one on Sixty-fifth street, between Vine and Haverford road, being over 300 feet to the mile. The engine backed its load up this hill at a speed of ten miles an hour, and afterwards made frequent stoppages in ascending the same grade. On

other portions of the route a rate of speed equal to twenty miles an hour was easily attained. Consuming anthracite coal, there was no smoke, and the noise of escaping steam is obviated by passing the exhaust steam through a receiving tank, which muffles its sound. The dummy can be stopped within its length, when going at a speed much greater than would be necessary. The cost of running it would be much less than doing the same work by horses.

#### The Silver Bill.

The Bill to provide for the Deficiency in the Printing Bureau of the Treasury Department, and for the issue of Silver Coin of the United States in Redemption of Fractional Currency, having passed both Houses of Congress and received the signature of the President, is now a law. The silver coin provided for under this act will be a legal tender to the extent of five dollars, as is the case with other silver. The bill reads as follows:

Be it enacted, etc., That there be and hereby is appropriated out of any money in the treasury not otherwise appropriated the sum of \$163,000, to provide for engraving and printing and other expenses of making and issuing United States notes, and the further sum of \$48,000 to provide for engraving and printing national bank notes, to be disbursed under the Secretary of the Treasury.

Sec. 2. That the Secretary of the Treasury is hereby directed to issue silver coins of the United States, of the denomination of ten, twenty, twenty-five, and fifty cents, of standard value, in redemption of an equal amount of fractional currency, whether the same be now in the treasury awaiting redemption, or whenever it may be presented for redemption, and the Secretary of the Treasury may, under regulations of the Treasury Department, provide for such redemption and issue by substitution at the regular sub-treasuries and public depositories of the United States, until the whole amount of fractional currency outstanding shall be redeemed, and the fractional currency redeemed under this act shall be held to be a part of the sinking fund provided for by the existing law, the interest to be computed thereon as in the case of bonds redeemed under the acts relating to the sinking fund.

#### Chicago and Alton Railroad.

At the recent election in Chicago for three directors to serve for three years from the first Monday in April, 1876, John Crerar, John J. Mitchell, and Lorenzo Blackstone, whose term of service had expired, were re-elected.

C. D. Hayes, L. A. Weston, N. W. Green, Josiah Sawyer, T. B. Blackstone, John Crerar, and George Strout, were elected directors of the St. Louis, Jacksonville and Chicago Branch.

John Crerar, T. B. Blackstone, John B. Drake, J. McGregor Adams, and D. Willis James were chosen directors of the Joliet and Chicago Branch, T. B. Blackstone, John J. Mitchell, John B. Drake, George Strout, and H. V. P. Block were elected directors of the Mississippi River Bridge Company.

At a subsequent meeting of the directors of the of the various lines, all the old officers were re-elected.

At a meeting of the stockholders of the James River and Kanawha Canal Company, held in Richmond on the 12th inst., it was determined to subscribe \$400,000 to the stock of the railroad that will connect Buchanan with Clifton Forge. Propositions were also made to the city of Richmond for assistance in building the proposed railroad.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. ....	13,230,000	J. & J.	Jan. '76 31	Long Island. ....	50	M. & S.	May '76 10	Vermont and Mass. ....	12,800,000	A. & O.	Apr. '76 21
Atlanta and West Point. ....	1,232,200	J. & J.	July '75 3	Louisv. Cin. and Lex. ....	1,023,483	J. & J.	July '69 3	Warren (N. J.). ....	1,800,000	J. & D.	Dec. '75 3
Atlantic and Gulf. ....	3,693,200	—	—	— pref. ....	848,700	J. & J.	Jan. '74 4	Warwick Valley. ....	225,000	A. & O.	Apr. '72 24
— guar. ....	786,476	M. & N.	Nov. '75 31	Louisville & Nashville. ....	8,980,600	F. & A.	Feb. '74 4	Westchester & Phil. pref. ....	821,300	J. & J.	Jan. '76 4
Atlantic and St. Law. ....	39,494,900	M. & S.	Mar. '76 3	Louisv. N. Alb. & Chi. ....	3,000,000	J. & D.	Dec. '70 3	West Jersey. ....	1,553,750	F. & A.	Feb. '74 4
— new 1870. ....	1,500,000	—	—	Lowell and Lawrence. ....	300,000	A. & O.	Apr. '76 3	Winchester & Potomac. ....	180,000	J. & J.	Jan. '76 3
Avon, Genesee & Mt. M. ....	225,000	A. & O.	Jan. '75 ..	Lykens Valley. ....	600,000	F. M. A. N.	Aug. '75 24	Winchester & Strasburg. ....	500,000	J. & J.	July '75 31
Baltimore and Ohio. ....	13,151,962	M. & N.	May '76 5	Macon and Western. ....	2,500,000	J. & J.	July '75 5	Worcester and Nashua. ....	1,789,800	J. & J.	Jan. '76 31
Washington Br. ....	1,650,000	A. & O.	Apr. '75 5	Maine Central. ....	3,400,500	—	—				
Berkshire. ....	600,000	quarterly	Apr. '76 12	Manchester and Law. ....	1,000,000	M. & N.	Nov. '75 5				
Blossburg & Corning. ....	50	J. & D.	Dec. '72 31	Marletta & Cincinnati. ....	1,408,912	—	—				
Boston and Albany. ....	20,000,000	M. & N.	Nov. '75 5	— 1st pref. ....	8,130,719	M. & S.	Sep. '66 31	Albany City. ....	110,300	—	—
Bos. Cin. & Fitch. pref. ....	1,172,000	—	—	— 2d pref. ....	4,400,388	M. & S.	Sep. '66 31	Baltimore City. ....	25	—	—
— new 1870. ....	60,000	J. & D.	Dec. '75 3	Massachusetts. ....	400,000	F. & A.	Feb. '75 3	Bleekerst. & F. Fy. (N.Y.) ....	900,000	—	—
Agricultural Br. guar. ....	800,000	M. & N.	May '75 3	Memphis & Charleston. ....	5,312,725	J. & D.	Jan. '69 3	Boston and Chelsea. ....	110,000	A. & O.	Apr. '76 4
Bost. Concord & Mont. pref. ....	3,200,000	J. & J.	Jan. '75 3	Michigan Central. ....	18,738,204	J. & J.	Jan. '73 4	Broadway (Brooklyn). ....	200,000	J. & J.	Jan. '75 5
Boston and Lowell. ....	6,921,274	M. & N.	May '76 3	Mill Creek & Minehill. ....	323,375	J. & J.	Jan. '76 5	Broadw. & 7th Av. (N.Y.) ....	2,100,000	J. & D.	Jan. '75 3
Boston and Maine. ....	4,000,000	M. & N.	May '76 4	Milwaukee and St. Paul. ....	15,399,261	J. & J.	Dec. '70 7	Brooklyn City. ....	1,500,000	F. M. A. N.	May '76 3
Boston and Providence. ....	3,000,000	quarterly	Mar. '76 2	— pref. ....	12,744,483	—	—	Brooklyn City & Newt. ....	600,000	J. & J.	July '76 3
Bost. Rovers B. & Lynn. ....	950,000	F. & A.	Aug. '74 31	M. Hill & Schuyl. Hay. ....	3,556,450	J. & J.	Jan. '76 31	Brooklyn and Jamaica. ....	438,100	—	—
Buffalo, N. Y. and Erie. ....	5,254,208	M. & S.	Sept. '75 5	Morris and Essex. ....	14,008,100	J. & J.	Jan. '76 31	Bushwick (Brooklyn). ....	302,000	J. & J.	July '71 31
Burlington and Mo. Riv. ....	1,485,900	M. & S.	Sept. '75 5	Nashua and Lowell. ....	900,000	M. & N.	Nov. '74 4	Cambridge. ....	800,500	A. & O.	Apr. '76 4
— pref. ....	5,847,800	quarterly	Apr. '76 24	Naugatuck. ....	1,882,000	F. & A.	Feb. '76 5	Can. Park N. & E. Riv. ....	1,038,400	A. & O.	Oct. '67 24
Camden and Amboy. ....	877,400	quarterly	Apr. '76 2	Nesquehoning Valley. ....	1,000,000	M. & S.	Mar. '76 5	Citizens (Phil.). ....	500,000	J. & J.	Jan. '76 9
Camden and Atlantic. ....	838,489	quarterly	Apr. '76 2	Newark and N. York. ....	977,400	J. & J.	Jan. '76 31	Citizens (Phg.). ....	200,000	M. & N.	Nov. '71 7
— pref. ....	1,020,330	J. & J.	Jan. '72 24	N. Bedford. ....	1,678,500	M. & N.	May '76 4	Coney Island & Brookl. ....	600,000	—	—
Cape Cod. ....	447,000	J. & D.	June '75 3	N. Castle & Beaver Val. ....	1,600,000	quarterly	Apr. '76 24	D. Dock, E. B'dw. & Bat. ....	1,200,000	F. M. A. N.	Aug. '75 2
Cape May and Millville. ....	447,000	J. & D.	June '75 3	N. Haven & Northamp. ....	605,000	quarterly	Oct. '74 3	Eighth Avenue (N.Y.). ....	1,000,000	J. & J.	Jan. '76 6
Catawba & Fitch. ....	1,159,500	—	—	New Jersey. ....	7,295,200	quarterly	Apr. '76 24	Elizabeth and Newark. ....	200,000	—	—
— pref. ....	2,200,000	M. & N.	Nov. '75 24	New London Northern. ....	1,418,800	quarterly	Apr. '76 2	42nd St. & G. St. Ferry. ....	748,000	M. & N.	May '75 5
— 2d pref. ....	1,000,000	M. & N.	Nov. '75 24	N. Y. Cen. & Hudson R. ....	8,628,380	quarterly	Apr. '76 2	Frank & Southw. (Ph.) ....	491,750	J. & J.	Jan. '75 5
Cayuga and Susq. ....	689,110	J. & J.	July '75 41	New York and Harlem. ....	80,000,000	J. & J.	Jan. '76 4	Germantown (Ph.). ....	1,000,000	J. & J.	Jan. '76 4
Cedar Rapids & Mo. R. ....	6,860,400	F. M. A. N.	Feb. '76 1	— pref. ....	1,500,000	J. & J.	Jan. '76 4	Girard College (Ph.). ....	500,000	J. & J.	July '71 3
— pref. ....	789,000	F. & A.	Feb. '6 31	N. Y., N. H. & Harf. ....	15,500,000	J. & J.	Jan. '76 5	Grand St. and Newton. ....	170,000	J. & J.	July '71 2
Central of Georgia. ....	4,668,800	J. & J.	July '75 5	N. Y. Provid. & Boston. ....	2,500,000	quarterly	Apr. '76 24	Green & Coates St. (Ph.) ....	600,000	J. & J.	Jan. '76 4
Central of New Jersey. ....	20,520,000	quarterly	Apr. '76 24	Niag. Bridge & Canad. ....	1,000,000	J. & J.	Jan. '76 3	Heston, Mantau & Fairm. ....	2,050,000	J. & J.	Jan. '75 14
Central Ohio. ....	3,425,000	J. & D.	Dec. '75 3	North Carolina. ....	4,000,000	irregular	Jan. '73 3	Highland. ....	200,000	M. & N.	Nov. '75 4
— pref. ....	400,000	J. & D.	Dec. '75 3	N. Eastern (S. C.) pref. ....	96,000	M. & N.	May '67 4	Lomb. & South Sts. (Ph.) ....	105,000	A. & O.	Oct. '71 6
Central Pacific. ....	54,725,500	A. & O.	Oct. '75 4	North Pennsylvania. ....	3,806,500	F. & A.	Feb. '76 3	Lynn and Boston. ....	200,000	—	—
Chemung. ....	880,000	quarterly	July '76 14	Northern Central. ....	5,842,000	—	—	Malden and Melrose. ....	200,000	—	—
Chesapeake, preferred. ....	2,156,300	J. & J.	July '76 2	Northern N. Hampsh. ....	3,068,400	J. & D.	Dec. '75 24	Metropolitan (Boston). ....	1,500,000	J. & J.	Jan. '76 4
Chicago and Alton. ....	9,049,100	M. & S.	Mar. '76 4	Northern New Jersey. ....	1,000,000	J. & J.	July '74 4	Middlesex (Boston). ....	400,000	M. & N.	Nov. '75 3
— pref. ....	2,426,400	M. & S.	Mar. '76 4	Norwich & Worcester. ....	2,604,400	J. & J.	Jan. '76 5	Ninth Avenue (N. Y.). ....	197,320	—	—
Chicago, Burl. & Quincy. ....	27,512,842	M. & S.	Mar. '76 3	Ogdensb. & L. Champ. ....	3,077,000	J. & J.	Jan. '76 2	Orange and Newark. ....	282,556	—	—
Chicago, Iowa & Neb. ....	3,916,200	J. & J.	Jan. '76 5	— pref. ....	2,000,000	A. & O.	Apr. '76 4	Philadelphia City. ....	750,000	J. & J.	Jan. '76 5
Chicago & N. Western. ....	14,994,000	J. & D.	Dec. '75 31	Ohio and Mississippi. ....	20,000,000	quarterly	Apr. '76 24	Philadelphia and Darby. ....	200,000	J. & J.	July '71 2
— pref. ....	1,485,653	J. & J.	July '75 31	Oil Cr. & Allegheny R. ....	4,030,000	J. & D.	Mar. '75 31	Phila. and Grey's Ferry. ....	284,776	J. & J.	Jan. '76 24
Chicago, R. I. & Pacific. ....	25,000,000	A. & O.	Apr. '76 4	Old Colony. ....	4,259,450	quarterly	Jan. '74 3	Pbg. Alleg. & Manchester. ....	200,000	M. & N.	Nov. '69 8
Cin. Ham. & Dayton. ....	3,600,000	A. & O.	Apr. '73 4	Oswego and Syracuse. ....	7,303,800	J. & J.	Jan. '76 31	Second Avenue (N. Y.). ....	888,100	J. A. J. O.	July '75 2
Cin. Sand. and Clev. ....	2,980,650	—	—	Pacific of Missouri. ....	482,400	F. & A.	Feb. '76 4	Second & Third Sts. (Ph.) ....	962,100	J. & J.	July '75 5
— pref. ....	413,150	M. & N.	Nov. '76 3	Panama. ....	3,835,750	quarterly	July '75 1	17th & 19th streets (Ph.) ....	500,000	J. & J.	July '74 2
Clev. Col. Cin. & Ind. ....	14,991,275	F. & A.	Feb. '76 3	Paterson and Hudson. ....	832,000	J. & J.	Jan. '76 4	Sixth Avenue (N. Y.). ....	750,000	M. & N.	Nov. '74 5
Cleveland & Mahoning. ....	2,067,569	M. & N.	May '74 31	Paterson and Newark. ....	250,000	J. & J.	Jan. '76 3	Third Avenue (N. Y.). ....	1,170,000	F. M. A. N.	Feb. '74 2
Cleveland & Pittsburgh. ....	11,236,150	F. M. A. N.	Feb. '76 14	Paterson and Ramapo. ....	248,000	J. & J.	Jan. '76 4	13th & 15th street (Ph.) ....	1,000,000	J. & J.	Jan. '76 2
Columbus and Xenia. ....	1,786,800	M. J. S. D.	Mar. '76 2	Pember. & Hightstown. ....	342,150	J. & J.	Jan. '76 3	23d street (N. Y.). ....	600,000	J. & J.	Jan. '76 4
Colum. & Hocking Val. ....	2,500,000	F. & A.	Feb. '76 4	Pennsylvania. ....	68,144,478	quarterly	Feb. '76 2	Somerville (Boston). ....	98,000	M. & N.	Nov. '75 3
Concord. ....	1,600,000	M. & N.	Nov. '75 5	Pearia & Bureau Val. ....	1,000,000	F. & A.	Feb. '76 4	South Boston. ....	450,000	quarterly	Apr. '76 2
Concord and Port. ....	850,000	J. & J.	Jan. '76 31	Philadelphia and Erie. ....	6,004,300	J. & J.	July '74 4	Union (Boston). ....	374,800	J. & J.	Jan. '76 5
Conn. & Passump. Riv. ....	2,100,000	F. & A.	Feb. '76 3	— pref. ....	2,400,000	J. & J.	July '74 4	Union (Phila.). ....	400,000	J. & J.	Jan. '76 8
Connecticut River. ....	2,100,000	J. & J.	Jan. '76 4	Phil. Gor. & Norristown. ....	1,626,250	M. J. S. D.	Mar. '76 3	West Philadelphia. ....	400,000	J. & J.	Jan. '76 10
Cumberland and Vt. ....	1,292,950	A. & O.	Apr. '76 5	Philadelphia & Reading. ....	32,725,775	quarterly	Jan. '76 24				
— 1st pref. ....	241,900	A. & O.	Apr. '76 4	— pref. ....	1,651,800	quarterly	Jan. '76 24				
— 2d pref. ....	245,000	A. & O.	Apr. '76 4	Phila. and Trenton. ....	1,250,100	quarterly	Apr. '76 24				
Danbury and Newf. ....	400,000	—	—	Phila. Wil. & Balt. ....	11,536,250	J. & J.	Jan. '76 4				
Delaware. ....	1,230,950	J. & J.	Jan. '76 8	Pittab. St. W. & Chi. ....	19,714,288	quarterly	Apr. '76 14				
Del. Lackaw. & Westn. ....	23,500,000	quarterly	Apr. '76 24	— Special Imp. ....	2,000,000	quarterly	Apr. '76 14				
Detroit & Milwaukee. ....	822,140	—	—	Pittsfield & N. Adams. ....	450,000	J. & J.	Jan. '76 3				
— pref. ....	2,095,000	J. & D.	Dec. '69 7	Portland and Kennebec. ....	616,700	J. & J.	Jan. '75 3				
Dubuque & Sioux City. ....	5,000,000	A. & O.	Apr. '76 3	Yarmouth certificates. ....	202,400	A. & O.	Apr. '72 3				
East Pennsylvania. ....	1,309,300	J. & J.	Jan. '76 3	Portl. Saco & Portam. ....	1,500,000	J. & J.	July '75 5				
East Mahanoy. ....	392,950	J. & O.	Jan. '76 20	Providence & Worcester. ....	2,000,000	J. & J.	Jan. '76 4				
East Tenn. Va. & Ga. ....	1,968,274	A. & J.	Apr. '76 3	Raleigh and Gaston. ....	1,500,000	J. & J.	July '71 6				
Eastern (Mass.). ....	4,997,500	J. & J.	July '75 3	Rensselaer & Saratoga. ....	6,000,000	J. & J.	Jan. '76 4				
Eastern (N. H.). ....	492,500	J. & J.	July '75 3	Roch. & Genesee Val. ....	555,200	—	July '75 ..				
Elmira, Jof. & Canand. ....	500,000	F. & A.	Aug. '74 24	Rome, Watert. and Ogd. ....	2,998,900	J. & J.	July '75 3				
Elmira & Williamsport. ....	500,000	M. & N.	Nov. '75 24	Rutland. ....	2,479,700	—	—				
— pref. ....	500,000	J. & J.	Jan. '76 31	— preferred. ....	4,168,700	F. & A.	Feb. '75 31				
Erie Railway. ....	78,000,000	—	—	St. Croix and Penobscot. ....	100,000	J. & J.	July '71 2				
— pref. ....	8,596,910	—	—	St. L. Alt. & T. Haute. ....	2,300,000	—	—				
Erie and Pittsburgh. ....	1,090,250	quarterly	Mar. '76 14	— pref. ....	2,040,000	—	—				
Fitchburg. ....	4,000,000	J. & J.	Jan. '76 4	St. L. I. Mt. & South. ....	14,248,950	F. & A.	Feb. '74 3				
Georgia. ....	4,200,000	J. & J.	July '76 4	St. L. Kan. C. & North. ....	12,000,000	—	—				
Great Western (Ca.). ....	19,237,404	A. & O.	Apr. '74 14	— pref. ....	12,000,000	—	—				
Hannibal & St. Joseph. ....	4,151,700	F. & A.	Aug. '70 31	Saratoga and Schenec. ....	300,000	A. & O.	Apr. '76 31				
— pref. ....	6,078,224	Annual.	Aug. '70 7	Schuylkill Valley. ....	576,050	J. & J.	Jan. '76 21				
Hanover Branch (Pa.). ....	116,850	M. & N.	May '75 5	Seaboard and Roanoke. ....	1,151,400	M. & N.	Nov. '75 4				
Harlem Extension. ....	4,000,000	—	—	Shamokin V. & Pottav. ....	869,450	F. & A.	Feb. '76 3				
Harrisburg & Lancaster. ....	1,182,500	J. & J.	Jan. '76 31	Shore Line. ....	905,800	J. & J.	Jan. '76 4				
Houston, pref. ....	1,180,000	quarterly	Apr. '76 2	South Branch (N. J.). ....	438,200	J. & J.	Jan. '72 3				
Huntingdon & Bd Top. ....	890,000	—	—	South Carolina. ....	5,819,278	F. & A.	Feb. '72 1				
— pref. ....	450,750	J. & J.	July '68 31	South Western (Ga.). ....	3,939,900	J. & D.	Dec. '75 31</				



## RAILROAD EARNINGS—MONTHLY.

Atchison, Top. & San. Fe: January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	
1875.....	68,659	78,409	104,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1876.....	117,416	133,000	176,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Central Pacific:													
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,203	1,214,551	1,251,623	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.....	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,814
1875.....	963,933	906,159	1,136,264	1,366,984	1,798,468	1,738,370	1,536,235	1,553,014	1,567,622	1,615,974	1,508,000	1,200,000	16,891,019
1876.....	961,000	1,000,000	1,133,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canada Southern:													
1875.....	67,487	41,501	82,255	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	123,743	141,161	165,431	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1873.....	347,373	396,307	420,893	409,473	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
1874.....	344,420	339,876	362,342	384,335	397,683	496,815	464,438	480,056	534,042	550,950	416,544	364,725	5,126,228
1875.....	319,928	328,219	363,627	367,956	351,004	382,233	387,445	411,960	490,283	489,019	396,779	369,311	4,656,764
1876.....	320,392	332,055	353,719	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1872.....	774,856	714,123	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596	1,163,522	1,011,685	1,118,370	1,254,255	1,407,975	1,065,726	1,030,027	13,361,689
1875.....	825,469	671,784	970,064	1,024,389	1,164,459	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:													
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,859	862,153	694,250	662,283	8,953,017
1875.....	466,101	323,273	502,765	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	527,000	518,000	567,388	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	378,408	292,730	328,537	352,993	317,881	345,188	338,572	418,721	387,376	409,237	353,564	325,399	4,248,606
1875.....	277,140	255,239	301,666	304,424	303,689	285,947	291,386	306,105	383,550	364,738	367,295	333,038	3,774,217
Erie:													
1872.....	1,332,994	1,294,076	1,460,174	1,548,913	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,326,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.....	1,455,210	1,286,511	1,430,911	1,556,922	1,646,139	1,648,988	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,136,787
1875.....	1,164,975	1,101,631	1,074,743	1,423,386	1,556,521	1,570,470	1,534,098	1,497,529	1,538,089	.....	.....	.....	.....
Illinois Central:													
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,435	7,900,721
1875.....	591,031	481,681	595,519	610,459	604,881	602,505	715,899	613,446	718,101	816,508	773,092	679,434	7,802,556
1876.....	588,446	608,126	605,494	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:													
1870.....	899,289	1,003,887	1,168,963	1,177,878	1,099,494	1,042,301	908,397	1,182,303	1,242,956	1,294,124	1,262,917	1,226,727	13,509,236
1871.....	1,090,039	1,082,656	1,320,092	1,225,281	1,201,783	1,148,481	1,140,388	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872.....	1,349,275	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.....	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,956	1,566,914	1,791,376	1,785,186	1,433,735	1,572,693	19,414,509
1874.....	1,569,750	1,363,355	1,491,280	1,518,123	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
Michigan Central:													
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,038	457,853	452,330	617,291	537,031	506,904	552,548	6,089,534
1874.....	555,709	438,037	487,871	551,932	559,284	468,908	413,302	484,792	552,484	609,888	525,480	481,568	6,129,555
1875.....	500,902	441,623	611,211	600,066	556,789	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	518,567	548,669	583,136	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	.....	.....	.....	.....
1875.....	198,099	204,539	233,095	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	256,459	254,723	245,814	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1873.....	283,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	266,039	243,167	304,842	293,665	268,807	292,546	282,642	311,140	366,131	382,544	398,575	297,678	3,612,776
1875.....	245,989	244,983	309,908	273,441	257,971	256,772	.....	.....	.....	.....	.....	.....	.....
1876.....	315,795	293,039	314,382	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,064
1872.....	657,318	645,090	823,683	1,044,251	1,167,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348	1,049,136	14,990,006
1874.....	683,128	737,381	1,190,328	1,321,509	1,433,450	1,373,229	895,453	1,066,632	1,468,807	1,857,429	1,375,639	958,136	14,261,121
1875.....	447,172	417,644	575,740	650,270	689,193	917,514	1,555,974	1,631,339	1,656,258	1,722,954	1,436,733	.....	.....
St. Louis, I. Mt. & South'n:													
1873.....	145,834	152,054	224,449	207,627	254,927	216,223	200,575	223,714	244,967	238,198	209,622	221,348	2,539,538
1874.....	243,915	211,409	226,288	214,620	251,509	238,608	235,250	254,230	292,216	358,776	250,860	385,000	.....
1875.....	250,790	281,911	275,910	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	352,200	312,500	295,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Kans. C. & North'n:													
1875.....	208,088	196,155	243,591	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	246,535	284,289	274,358	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Peoria and Warsaw:													
1875.....	71,438	61,809	72,805	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1876.....	99,208	112,240	102,737	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wab. & Western:													
1873.....	403,487	427,097	437,835	423,517	459,506	537,819	488,911	647,080	593,810	528,844	369,605	421,296	5,738,806
1874.....	423,343	400,984	404,699	447,855	420,719	388,535	440,587	478,475	459,894	475,127	403,319	.....	.....
Union Pacific:													
1869.....	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870.....	528,529	500,139	539,238	706,603	802,586	746,450	643,058	664,051	728,521	719,698	570,168	505,053	7,654

# AMERICAN RAILROAD JOURNAL. NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.
<b>National Securities, Apl. 1, 1876.</b>											
Loan of June 14, 1858.....registered	\$260,000	5	Jan. & July.	1874	120						
Loan of February 8, 1861.....registered	13,794,000	5	"	1880	121						
.....coupon	1,621,000	5	"	1880	121						
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	120						
Loan of July 17, and Aug. 5, 1861.....registered	128,042,700	5	Jan. & July.	1881	120						
.....coupon	63,278,650	5	"	1881	121						
Loan of Feb. 25, 1862 (5-20s).....registered	53,708,150	5	May & Nov.	1882	120						
.....coupon	21,293,850	5	"	1882	121						
Loan of March 3, 1862.....registered	33,930,450	5	Jan. & July.	1882	120						
.....coupon	116,628,200	5	"	1882	121						
Loan of March 3, 1864 (5-20s).....registered	60,056,400	5	May & Nov.	1884	118						
.....coupon	142,806,700	5	"	1884	118						
Loan of June 30, 1864 (5-20s).....registered	91,487,400	5	Jan. & July.	1885	116						
.....coupon	219,135,350	5	"	1885	117						
Loan of March 3, 1865 (5-20s).....registered	14,747,000	5	Jan. & July.	1886	118						
.....coupon	22,728,800	5	"	1886	118						
Loan of March 3, 1864 (10-40s).....registered	141,761,100	5	Jan. & July.	1888	122						
.....coupon	52,805,200	5	"	1888	122						
Consols of July 14, '70 & Jan. 20, '71.....registered	221,928,200	5	Mar. & Sept.	1904	117						
.....coupon	293,283,100	5	"	1904	118						
Debt matured and without interest.....(var.)	9,183,360	5	F. M. A. & N.	1881	117						
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	5	"	1881	117						
Certificates of Indebtedness 1870.....(cur.)	64,623,512	5	"	1881	117						
Pacific R. R. Bonds (registered).....(currency)	370,823,645	5	"	1881	117						
United States Notes.....(currency)	42,604,894	5	"	1881	117						
Fractional Currency.....(currency)		5	"	1881	117						
<b>State Securities, latest dates.</b>											
<b>Alabama—(\$21,870,810):</b>											
.. Bonds (old), extended.....	2,582,800	5	May & Nov.	'86-'92	83						
.. Bonds (new), 1866, '68, '72 and '73.....	2,112,700	5	Jan. & July.	'86-'93	83						
.. Bonds (new), 1874.....	341,000	5	"	1884	83						
.. R. R. Loans (\$2,300,000) & endorsements.....	15,051,000	5	"	'90-'91	83						
<b>Arkansas—(\$12,735,086):</b>											
.. Bonds (Funding), 1869 and 1870.....	3,050,000	5	Jan. & July.	1890	80						
.. Levee bonds (warrants), 1871.....	1,480,000	5	"	1900	80						
.. Deficiency Bonds, 1872.....	300,000	5	"	1882	80						
.. Bonds (for \$2,500,000), 1875.....	5,800,000	5	"	1885	80						
.. Railroad Aid bonds, 1869 and 1870.....	5,800,000	5	April & Oct.	1900	15						
<b>California—(\$3,296,500):</b>											
.. Civil (S. F.) bonds, 1857 and 1860.....	75,500	7	Jan. & July.	'77-'80	115						
.. Relief Fund bonds, 1863.....	95,500	7	"	1883	115						
.. State Capitol bonds, 1870 to 1872.....	500,000	7	"	1885	115						
.. Funding bonds, 1873.....	2,901,000	7	"	1893	115						
<b>Connecticut—(\$6,014,000):</b>											
.. War Loan bonds (10-20 yrs), 1861.....	508,900	5	Jan. & July.	1881	106						
.. War Loan bonds (20 yrs), 1863 and '64.....	2,195,500	5	"	'83-'84	106						
.. War Loan bonds (10-30 yrs), 1864.....	568,500	5	April & Oct.	1894	106						
.. War Loan bonds (20 yrs), tax free, 1865.....	1,741,100	5	"	1886	106						
<b>Delaware—(\$1,231,000):</b>											
.. State bonds to railroads, etc.....	1,231,000	5	Jan. & July.	1885	106						
<b>District of Columbia—(\$12,790,000):</b>											
.. Improvement (gold) bonds, 1872.....	4,000,000	5	Jan. & July.	1892	106						
.. Improvement (cur.) bonds, 1873.....	790,000	5	"	1893	106						
.. Funding bonds, 1874, (guar. by U. S.).....	10,594,550	5	Feb. & Aug.	1924	69						
<b>Florida—(\$5,431,767):</b>											
.. State bonds, 1871.....	350,000	7	Jan. & July.	1891	106						
.. Consolidated (gold) bonds of 1873.....	609,200	7	"	1903	106						
.. Loan (J. P. & Mob. R. R.) gold bonds, 1870.....	4,000,000	8	"	1890	106						
<b>Georgia—(\$19,823,900):</b>											
.. Bonds to Atlantic and Gulf R. R.....	1,000,000	5	Feb. & Aug.	'78-'86	95						
.. Bonds, act March 12, 1866.....	3,600,000	7	Jan. & July.	1886	107						
.. Bonds (gold), act Sept. 1870.....	2,098,000	7	J. A. J. & O.	1890	105						
.. Bonds (gold), act Oct. 1870.....	1,580,000	7	April & Oct.	1890	105						
.. Bonds (funding), 1873.....	1,200,000	5	"	'76-'86	105						
.. Bonds to Brunswick & Albany R. R., '70.....	1,500,000	7	June & Dec.	1890	105						
.. Railroad aid bonds (endorsed), 1870 & '71.....	7,545,900	var	Various.	'90-'91	105						
<b>Illinois—(\$1,689,045):</b>											
.. Interest bonds, 1847.....	940,445	5	Jan. & July.	1878	102						
.. Refunded Stock bonds, 1859.....	320,000	5	"	var.	102						
.. Chicago Relief bonds, 1871.....	250,000	5	May & Nov.	1881	102						
<b>Indiana—(\$910,000):</b>											
.. Temporary Loan bonds, 1873.....	910,000	7	April & Oct.	1878	102						
<b>Iowa—(\$543,000):</b>											
.. War and Defense bonds, 1861.....	300,000	7	Jan. & July.	1881	102						
<b>Kansas—(\$1,336,175):</b>											
.. Funding & c. bonds 1863 to 1864.....	101,175	5	Jan. & July.	'83-'84	102						
.. Bonds (various) 1866 to 1869.....	889,000	7	"	'76-'99	102						
.. Military loan bonds, 1864 to 1869.....	346,000	7	"	'84-'99	102						
<b>Louisiana—(\$21,099,100):</b>											
.. Treasury Relief bonds, 1863.....	735,000	5	Jan. & July.	1893	45						
.. Levee bonds, 1866.....	1,000,000	5	Various.	1886	45						
.. Levee bonds, 1867.....	3,992,000	5	May & Nov.	1907	45						
.. Levee bonds, 1870.....	2,966,000	5	Mar. & Sept.	1875	45						
.. Funding (coupon) bonds, 1866.....	722,100	5	Jan. & July.	'86-'88	45						
.. Funded (floating debt) bonds, 1870.....	2,821,000	5	May & Nov.	1910	45						
.. Penitentiary bonds, 1869.....	497,000	7	Mar. & Sept.	1909	45						
.. Misc. & Mex. Gulf Ship Canal bonds, '69.....	389,000	7.5	Various.	1899	45						
.. Railroad Aid (various) bonds.....	2,335,000	5	Various.	'72-'06	45						
.. Railroad Loan (var.) bonds, 1869 to 1871.....	4,750,000	5	Various.	'99-'11	45						
.. Consolidated Funding bonds, 1874.....	951,854	7	Jan. & July.	1914	44						
<b>Maryland—(\$11,095,019):</b>											
.. Bonds to R. R. and Canals.....	5,604,129	5	J. A. J. & O.	1890	87						
.. Bonds to R. R. and Canals.....	889,836	5	"	1890	103						
.. Defense and Bounty bonds 1864 to 1868.....	2,333,583	5	Jan. & July.	1883	115						
.. State Loan bonds, 1870 and 1874.....	998,471	5	"	'85-'89	115						
<b>Maine—(\$7,098,400):</b>											
.. Civil (var.) bonds, 1857 to 1861.....	171,000	5	Various.	'75-'78	104						
.. War and Bounty bonds, 1863 and 1864.....	2,832,500	5	Various.	'80-'89	109						
.. Equalization (Municipal) bonds 1865.....	2,082,900	5	April & Oct.	1889	109						
<b>Massachusetts—(\$29,465,204):</b>											
.. Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.	1894	111						
.. Harbor Land Improvement, bonds, 1874.....	400,000	5	"	1894	111						
.. Back Bay Land bonds, 1861 and 1862.....	220,000	5	May & Nov.	1880	111						
.. Union Defense Loan, 1861.....	1,850,000	5	Jan. & July.	'77-'78	115						
.. Union Defense Loan, 1862.....	50,000	5	"	'77-'78	115						
.. Coast Defense Loan, 1863.....	888,000	5	Jan. and July.	1883	111						
.. Bounty Fund Loan, 1863 and 1864.....	8,380,244	5	"	1894	111						
.. War Fund Loan, 1869.....	999,944	5	"	1899	111						
.. Troy & Greenfield R. R. & Tunnel Loan.....	10,971,992	5	Various.	'88-'94	109						
.. B. H. & Erie R. R. Loan.....	3,599,020	5	Jan. & July.	1900	109						
<b>Michigan—(\$1,664,000):</b>											
.. Renewal Loan bonds, 1858.....	105,000	6	"	1878	103						
.. Two Million Loan bonds, 1863.....	1,032,000	6	"	'78-'83	105						
.. War Bounty Loan bonds, 1865.....	366,000	7	May & Nov.	1890	111						
<b>Minnesota—(\$2,755,000):</b>											
.. State Buildings Loan, 1867 to 1869.....	250,000	7	Jan. & July.	'77-'79	109						
.. State Buildings Loan, 1873, coupon.....	230,000	7	"	'83-'03	109						
.. Railroad Aid bonds, 1868, (repudiated).....	2,275,000	7	"	1887	109						
<b>Missouri—(\$17,539,000):</b>											
.. State Debt Proper, 1865 and 1868.....	439,000	6	"	'81-'91	104						
.. Consolidation bonds, 1868.....	2,727,000	6	"	1888	104						
.. Funding Bonds, 1874.....	1,100,000	6	"	'94-'95	104						
.. Railroad Aid bonds, 1863-'66.....	15,808,000	6	"	'79-'81	104						
.. State Institution bonds, 1872 to 1874.....	505,000	6	"	'92-'94	104						
<b>Nevada—(\$160,000):</b>											
.. Bonds funding floating debt, 1871.....	160,000	10	Mar. & Sept.	1881	..						
<b>New Hampshire—(\$3,724,100):</b>											
.. War Loan Bonds, of 1861.....	418,000	6	Jan. & July.	'75-'78	102						
.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'89	102						
.. State bonds, 1873.....	500,000	6	Jan. & July.	'79-'86	104						
.. Equalization (Municipal) bonds, 1872.....	2,206,100	5	"	'92-'96	104						
<b>New Jersey—(\$2,496,300):</b>											
.. War Loan (tax free) bonds, 1861.....	1,000,900	6	"	'76-'84	108						
.. War Loan (tax free) bonds, 1863.....	900,900	6	"	'86-'96	108						
.. War Loan bonds, 1864.....	595,400	6	"	'91-'02	108						
<b>New York—(\$29,776,787):</b>											
.. Bounty Loan bonds, coupon.....	1,057,000	7	"	1877	104						
.. Bounty Loan bonds, registered.....	14,855,000	7	"	1877	104						
.. State (Deficiency) Stock, '38, part at will.....	889,781	6	J. A. J. & O.	1878	114						
.. Canal Stock (old).....	880,000	6	June & Dec.	1877	115						
.. Canal Stock, 1872.....	1,562,900	6	Jan. & July.	1887	115						
.. Canal Stock, 1873.....	847,500	6	"	1883	120						
.. Canal Stock, 1873.....	4,302,600	6	"	1891	120						
.. Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	..						
<b>North Carolina—(\$28,419,045):</b>											
.. Railroad and Improvement (old) bonds.....	4,738,800	6	Jan. & July.	'75-'98							



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge (S. Car.):						
1st Mortgage.....	\$40,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold) ..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'9.	116
2d Mortgage.....	2,673,000	8	"	"	1889	....	Boston, Clinton and Fitchburg:						
Receiver's Bonds.....	1,200,000	7	"	"	1889	....	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	85
Alabama and Georgia:							1st Mortgage (Equalization)....	248,000	7	"	"	1880	92
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Consolidation)....	252,000	7	"	"	1890	92
Alabama Central:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	90
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Boston, Concord and Montreal:						
Albany and Susquehanna:							Sinking Fund Mortgage.....	543,000	6	Jan. and July.	Boston.	1889	87 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	115 1/2	Consol. Mortgage for \$2,000,000.	986,000	7	Apr. and Oct.	Boston.	1893	103
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	107		344,500	6	"	"	1893	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	102 1/2	Boston, Hartford and Erie:						
Albany Loan.....	833,000	6	"	"	1895	....	1st Mortgage (old).....	273,000	7	Mar. and Sept.	Boston.	1884	....
Alexandria and Fredericksburg:							1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	23 1/2
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage, guar. by Erie.....	5,000,000	7	"	"	1900	26
Allegheny Valley:							Mass. L. (sec'd by \$4,000,000 Ber.)	3,600,000	7*	"	Boston.	1890	....
General Mortgage.....	3,967,000	7-8	Jan. & July.	New York.	1896	101 1/2	Boston and Lowell:						
Special Mortgage to Penn.....	3,500,000	6	January.	Harrisburg.	....		Bonds (Wharf Purchase).....	200,000	8	Apr. and Oct.	Boston.	1879	....
1st M., E. R. T., guar. by Pa. R.R.	9,938,000	7	April & Oct.	Phil. or Lond.	1900	97	Bonds of 1872 for \$1,000,000....	999,300	7	"	"	1892	106
Funding Income (traffic guar.)	6,402,900	7	"	Pittsburg.	1894	52 1/2	Boston and Maine:						
American Central:							Bonds of 1893 (comp. and reg.)...	3,260,500	7	Jan. and July.	Boston.	'93-'94	110
1st Mort., guar. by C. B. & Q.	645,000	7	Jan. & July.	New York.	1878	104	Boston and New York Air Line:						
Andrewoggin:							1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	100 1/2
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Providence:						
Arkansas Central (narrow gauge):							Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	108 1/2
1st Mortgage.....	1,200,000	7*	Jan. & July.	Lond. or Am.	1891	....	Brunswick and Albany:						
Ashabula, Youngstown & Pitts.							1st Mort. (gold) end. by G. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
2d Mortgage, Income.....	400,000	7	Jan. and July.	Pittsburg.	1904	....	Buffalo, Bradford and Pittsburg:						
Atchison and Nebraska:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Corry and Pittsburg:						
Atchison, Topeka and Santa Fe:							1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mortgage (gold).....	7,041,000	7*	Jan. & July.	New York.	1899	82	Buffalo and Erie:						
Land Grant Mortgage (gold).....	3,374,500	7*	April & Oct.	Boston.	1900	76	Mort. bonds (ass'd by L. & M. S.)	200,000	7	Jan. and July.	New York.	1882	....
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	"	1902	....	Mort. bonds ( " " )	300,000	7	March & Sept.	"	1886	....
Consol. Second Mort. (gold)....	976,000	7*	April & Oct.	N. Y. or Bos.	1903	....	Mort. bonds ( " " )	3,000,000	7	Apr. and Oct.	"	1898	105
Income bonds.....	476,000	12	Jan. & July.	Boston.	....	101 1/2	Buffalo and Jamestown:						
Atlanta and Richmond Air Line:							1st Mortgage.....	1,000,000	6*	"	New York.	1902	....
1st Mortgage (guar. by Georgia).	4,245,000	8	Jan. & July.	New York.	1900	60	Buffalo, New York and Erie:						
Atlantic and Great Western:							1st Mortgage (assumed by Erie)	2,000,000	7	June & Dec.	New York.	1877	93
1st Mortgage (gold).....	14,922,200	7*	Jan. & July.	N. Y. or Lond.	1902	....	Buffalo, New York & Phila.:						
2d Mortgage (gold).....	10,173,679	7*	March & Sept.	"	1902	....	1st Mortgage.....	2,296,000	6*	Jan. & July.	New York.	1896	....
3d Mortgage (gold) Income.....	28,783,000	7*	May & Nov.	"	1902	....	2d Mortgage for \$1,000,000.....	281,500	10	"	"	1893	....
Atlantic and Gulf:							Burlington, Cedar Rapids & Minn.:						
Consolidated 1st Mortgage.....	2,310,200	7	Jan. & July.	New York.	1887	....	1st Mortgage, atg. skg. fund....	5,430,000	7*	May & Nov.	N. Y. & Lond.	1919	45
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	"	1888	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	"	"	1889	....	Burlington and Missouri River:						
Atlantic and Lake Erie:							Land and R. R. Mortgage.....	4,600,250	7	April & Oct.	N. Y. & Bos.	1893	109 1/2
1st Mort. (gold) for \$5,000,000....	....	7*	Jan. & July.	New York.	1901	....	Stock Bonds pref. 3d lien.....	322,500	8	Jan. & July.	Boston.	1878	....
Atlantic, Miss. and Ohio (428 m.):							Stock (common) Bonds.....	308,000	8	April & Oct.	N. Y. & Bos.	1879	106
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	New York.	1901	....	Stock (common) Bonds.....	308,500	8	Jan. & July.	"	1894	106 1/2
2d Mort. to State (no int. till '90).	4,000,000	....	"	"	....	....	Stock (common) Bonds.....	409,500	8	"	"	1889	....
Atlantic and Pacific:							Burlington and Mo. Riv. in Neb.:						
Land Mortgage gold bonds.....	2,829,000	6*	Jan. & July.	New York.	1888	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bos.	1894	101 1/2
2d Mortgage for \$3,000,000 (gold)	2,015,500	6*	May & Nov.	"	1891	....	Bonds convertible until 1892....	900,000	8	"	Boston.	1883	90
1st Mort. (So. Pac. R. R. assumed)	7,188,500	6*	Jan. & July.	"	1888	61 1/2	Burlington and Southwestern:						
1st Mort. (Central Div.) gold.....	1,190,000	6*	May & Nov.	"	1891	....	1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
1st Mort. (Central Div.) L. G. ....	794,000	6*	"	"	1901	....	Cairo and Fulton (Arkansas):						
Equipment Bonds.....	753,000	10	June & Dec.	"	1883	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	....
Income Bonds (for funding).....	529,600	6*	"	"	1883	....	Cairo and St. Louis (3 ft. gauge):						
Land Debentures.....	600,000	10	J. A. J. & O.	"	1884	....	1st Mortgage.....	2,500,000	7	April & Oct.	New York.	1901	....
Atlantic and St. Lawrence:							Cairo and Vincennes:						
Sterling bonds (not Mort.) of 1863.	484,000	6*	May & Nov.	Lond.	1878	....	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage (sterling) of 1864....	1,500,000	6*	April & Oct.	"	1884	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	"	1891	....	California Pacific:						
Portland City Bonds, 1st M., a. f.	787,000	6	"	Portland.	1886	....	1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	....
Bald Eagle Valley:							Extension, or 2d Mortgage.....	3,500,000	7*	"	"	1889	....
1st Mortgage.....	354,000	6	Jan. & July.	Philadelphia.	1881	....	First Income bonds.....	1,000,000	10*	"	"	....	....
2d Mortgage.....	100,000	7	"	"	1884	....	2d Income, or double track b'ds	1,000,000	6*	"	"	....	....
Baltimore and Ohio:							Camden and Amboy:						
Loan of 1850-'80.....	579,500	6	Jan. & July.	Baltimore.	1880	103 1/2	Loan of 1883.....	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	102 1/2
Loan of 1883-'85.....	1,710,000	6	April & Oct.	"	1885	105	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	100
Loan of 1885-'90 (Balt.) skg. fd.	3,238,026	6	Jan. & July.	"	1890	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	105 1/2
Loan of 1870-'95 (atg.) skg. fund.	3,398,956	6*	March & Sept.	Lond.	1885	....	Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	Lond.	1890	....
Loan of 1872-1902 (atg.) S. F.	9,198,852	6*	"	"	1902	....	Camden and Atlantic:						
Loan of 1874-1910 (atg.) S. F.	9,576,000	6*	May & Nov.	"	1910	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	105
2d Mort. (N. W. Va. R.R.) ass'd	140,000	6	Jan. & July.	Baltimore.	1885	100	2d Mortgage.....	500,000	7	April & Oct.	"	1879	103
Baltimore and Potomac:							Camden and Burlington County:						
1st Mort. (Tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Consolidated 1st Mortgage.....	850,000	6	Feb. & Aug.	Philadelphia.	1897	96
1st Mortgage (R. R.) gold guar....	3,000,000	6*	April & Oct.	"	1911	....	Canada Southern:						
Bangor and Piscataquis:							1st Mort. (skg. fdg'd for \$9,000,000)	9,000,000	7*	Jan. & July.	New York.	1906	65
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	Cape Girardeau and State Line:						
1st Mort. (Bangor loan) extens'n	120,000	7	"	"	1901	....	1st Mortgage (gold).....	1,000,000	7	Jan. & July.	....	1891	....
Bay City and East Saginaw:							Cape May and Millville:						
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan										

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Interest Payable.					Interest Payable.				
Description of Bonds.	Amount.	Rate.	When.	Where.	Description of Bonds.	Amount.	Rate.	When.	Where.
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$ 700,000	7	Feb. & Aug.	New York.	Chicago, Iowa and Nebraska:	\$ 463,200	7	Jan. & July.	Boston.
1st Mortgage 1st Div. \$10,000 p.m.	582,000	7	"	"	2d Mort. (now 1st) guar. C. & N.W.	211,600	7	Feb. & Aug.	New York.
1st Mortgage 2d Div. \$10,000 p.m.	2,400,000	7	May & Nov.	"	Chicago and Milwaukee Railway:				
Central Branch Union Pacific:					1st Mort. guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.
1st Mort. (Atch. & Pike's Peak):	1,600,000	6	May & Nov.	New York.	Chicago and Mich. Lake Shore:				
2d Mortgage Governm't sec. asid.	1,600,000	6	Jan. & July.	"	1st Mortgage:	477,000	8	March & Sept.	Boston.
Central of Georgia:					1st Mortgage:	8,500,000	8	Jan. & July.	"
General Mort. for \$5,000,000....	2,287,000	7	Jan. & July.	N.Y. & Savan.	1st Mortgage:	1,350,000	8	May & Nov.	"
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1st Mortgage (on Branch):	1,325,000	8	March & Sept.	"
Central of Iowa:					Chicago, Milwaukee and St. Paul:				
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7	Jan. & July.	New York.	1st Mort. (Mil. and St. Paul R'y)	5,745,000	7	Jan. & July.	New York.
2d Mortgage, gold, \$4,000 p.m.	925,000	7	April & Oct.	"	2d Mort. ( " )	1,191,000	7	April & Oct.	"
Central of L. I. (Flush. N.C. & C.):					1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"
1st Mortgage:	1,275,000	7	May & Nov.	New York.	1st Mort. (East. Div. Palmer)	781,500	8	May & Nov.	"
Central of New Jersey:					1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"
Convertible bonds of 1872.....	4,475,000	7	May & Nov.	New York.	1st Mort. (Minnesota Central)	190,000	7	"	"
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1st Mort. (St. Paul Division)	4,000,000	7	"	"
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1st Mort. (Iowa and Dak. Div.)	1,000,000	7	"	"
Loan of Loh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia.	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"
Consol. Mort. for \$25,000,000....	11,000,000	6	"	New York.	2d Mort. ( " )	1,315,000	7	"	"
Central Ohio (B. and O.):					1st Mort. (Hast. and Dak. Div.)	1,350,000	7	Jan. & July.	"
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	"
Central Pacific of California:					Real Estate Purchase.....	148,500	7	"	"
1st Mort. 30 years bonds, (gold)	25,781,000	6	Jan. & July.	New York.	Equipment and Bridge Bonds.....	245,000	10	June & Dec.	"
Convertible 20 years bonds, gold	1,483,900	7	"	"	Consol. Mort. for \$35,000,000....	1,089,000	7	Jan. & July.	"
State Aid B'ds. (Int. by State) gold	1,500,000	7	"	Sacramento.	Chicago and Northwestern:				
2d Mort. (Governm't Subsidy)	25,885,000	6	"	U.S. Treasury.	Preferred sinking fund (193 m.)	1,238,700	7	Feb. & Aug.	New York.
1st Mort. (Western Pacific) gold	2,735,000	6	"	New York.	General 1st Mortgage (193 m.)	3,578,000	7	"	"
1st Mort. (Calif. & Oregon) gold	7,291,000	6	"	"	Funded coupons (193 m.)	740,300	7	May & Nov.	"
1st Mort. (S. Fr. Okld & Ala.)	500,000	8	"	"	Appleton Ext. (23 m. & 76,000 ac.)	140,000	7	Feb. & Aug.	"
1st Mort. (San Joaquin V.D.) gold	6,030,000	6	April & Oct.	"	Green Bay Ext. (23m & 76,000 a.)	255,000	7	"	"
Land bonds (Cen. Pac. Co.) gold	9,049,000	6	"	"	1st Mort. (Gal. & Chi. U.) 248 m.	1,692,000	7	"	"
Central Vermont:					Elgin and State Line.....	122,000	6	Jan. & July.	"
1st Mort. Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	Mississippi River Bridge.....	186,000	7	"	"
2d Mort. Consol. ( " )	1,500,000	7	June & Dec.	"	1st Mortgage (Penninsula)	328,000	7	March & Sept.	"
1st Mort. (Stan. Sheff. and Ch.)	500,000	7	Jan. & July.	"	Consol. skg fund (C. & N.W. R'y)	4,277,000	7	F. M. A. & N.	"
Income and Extension Bonds.....	1,008,000	8	May & Nov.	"	General Consol. Gold Bonds.....	9,758,000	7	June & Dec.	"
Equipment Mort. (Vt. Central).	1,000,000	8	"	"	1st Mort. S. F. (Madison Exten.)	3,150,000	7	April & Oct.	"
Equipment Mort. ( " )	1,000,000	8	"	"	1st Mort. S. F. (Menominee Ext.)	2,700,000	7	June & Dec.	"
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	2d Mort. (Mil. & Chi. R. R.) guar.	2,000	7	"	"
Missisquoi R.R. ( " )	500,000	7	"	"	1st Mort. (Chic. & Mil. R. W.) guar.	1,700,000	7	Jan. & July.	"
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1st Mort. (Bel. & Mad. R.R.) guar.	254,000	7	"	"
Christion and Savannah:					Chicago, Portage and Superior:				
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1st M. s. f. (Chi. & N. Pac. Air-L.)	25,000 pm	7	June & Dec.	New York.
Funded Interest on 1st Mort.....	157,400	7	"	"	Chicago, Omaha and St. Joseph:				
Charlotte, Columbia & Augusta:					1st Mortgage for \$5,000,000.....	.....	8	April & Oct.	New York.
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	Chicago and Paducah (C. B. & Q.):				
Chartiers:					1st Mortgage \$26,000 p. m. gold.	2,304,000	7	Jan. & July.	Boston.
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	Chl. Pekin & Southw'n (C.B. & Q.)				
Cheraw and Darlington:					1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	Chicago, Rock Island and Pacific:				
2d Mortgage dated Jan. 1, 1889.	75,000	7	Jan. & July.	"	1st Mortgage skg. fund.....	9,900,000	7	Jan. & July.	New York.
Cherry Valley, Sharon and Alb.:					Chl. & Southw'n (C. R. I. & Pac.)				
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1st Mort. gold, tax free, guar.....	5,000,000	7	May & Nov.	New York.
Cheapeake and Ohio:					1st Mortgage gold. (Atchison Br.)	1,000,000	7	June & Dec.	"
1st M. (gold) skg fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	Chicago, Wisconsin & Canada:				
1st Mort. Extension (con. or reg)	4,758,000	7	Jan. & July.	"	1st Mort. gold, skg fd for \$410,000	.....	7	Jan. & July.	New York.
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	Chicago and Superior:				
2d Mort. ( " ) coupon.....	918,000	6	"	"	1st Mortgage (Mad. & Portage) d	600,000	7	April & Oct.	New York.
Income ( " ) coupon.....	300,000	8	"	"	1st Mortgage (gold) for \$5,000,000	.....	7	Jan. & July.	"
Funded Interest, coupon.....	160,500	8	"	"	Chillicothe and Brunswick:				
Chester and Savannah:					1st Mort. guar. by St. L., K. C. & N.	500,000	8	Jan. & July.	New York.
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	Cincinnati, and Baltimore:				
Funded Interest on 1st Mort.....	157,400	7	"	"	1st Mort. guar. by B. & O. & M. & C.	322,000	7	Jan. & July.	Baltimore.
Charlotte, Columbia & Augusta:					Cincinnati, Hamilton and Dayton:				
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.
Chartiers:					2d Mortgage of 1865.....	500,000	7	Jan. & July.	"
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	2d Mortgage of 1867.....	500,000	8	June & Dec.	"
Cheraw and Darlington:					Cincinnati, Ham. & Ind. (C. H. & D.)				
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1st Mort. guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.
2d Mortgage dated Jan. 1, 1889.	75,000	7	Jan. & July.	"	Cincinnati, Lafayette and Chi.:				
Cherry Valley, Sharon and Alb.:					1st Mortgage.....	1,120,000	7	March & Sept.	New York.
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	Consolidated Mortgage.....	471,000	7	June & Dec.	"
Cheapeake and Ohio:					Cincinnati and Martinsville:				
1st M. (gold) skg fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1st Mort. guar. by I. C. & Ia. F.	400,000	7	Feb. & Aug.	New York.
1st Mort. Extension (con. or reg)	4,758,000	7	Jan. & July.	"	Cincinnati & Muskingum Valley:				
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.
2d Mort. ( " ) coupon.....	918,000	6	"	"	Cincinnati, Richmond & Chicago:				
Income ( " ) coupon.....	300,000	8	"	"	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.
Funded Interest, coupon.....	160,500	8	"	"	2d Mortgage " " " "	65,000	7	"	"
Chester and Savannah:					Cmc. Rich. & Ft. Wayne (G. R. & I.)				
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1st Mortgage gold, guar.....	1,800,000	7	June & Dec.	New York.
Funded Interest on 1st Mort.....	157,400	7	"	"	Cincinnati, Sandusky and Clev.:				
Charlotte, Columbia & Augusta:					1st Mortgage.....	1,072,300	7	June & Dec.	New York.
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1st Mort. (San. Day. & Cin. S.F.)	985,000	6	Feb. & Aug.	Boston.
Chartiers:					1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1st Mort. (Col. Spring. & Cine.)	1,000,000	7	"	New York.
Cheraw and Darlington:					Cincinnati and Springfield:				
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.
2d Mortgage dated Jan. 1, 1889.	75,000	7	Jan. & July.	"	2d Mortgage.....	685,255	7	Jan. and July.	"
Cherry Valley, Sharon and Alb.:					Cincinnati, Wabash and Mich.:				
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1st Mortgage for \$16,000 p. m.....	2,000,000	7	Jan. and July.	New York.
Cheapeake and Ohio:					Clev. Col. Cin. & Indianapolis:				
1st M. (gold) skg fd for \$15,000,000	15,000,000	6	May & Nov.	New York.	1st Mortgage sinking fund.....	8,900,000	7	May & Nov.	New York.
1st Mort. Extension (con. or reg)	4,758,000	7	Jan. & July.	"	1st Mort. (C. C. & O. R. R.)	248,000	7	June & Dec.	"
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1st Mort. (Bell. and Ind. R.R.)	448,000	7	Jan. and July.	"
2d Mort. ( " ) coupon.....	918,000	6	"	"	Consol. Mortgage for \$7,500,000.	1,000,000	7	June and Dec.	N.Y. or Lond.
Income ( " ) coupon.....	300,000	8	"	"	Clev. & Mahoning V. (A. & G. W.)				
Funded Interest, coupon.....	160,500	8	"	"	1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.
Chester and Savannah:					3d (now 2d) Mort. (skg fund) 1860	664,500	7	March & Sept.	"
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	"
Funded Interest on 1st Mort.....	157,400	7	"	"	Clev. Mt. Vernon and Delaware:				
Charlotte, Columbia & Augusta:					1st Mortgage gold.....	1,350,000	7	Jan. & July.	New York.
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1st Mort. (Columbus Extension)	850,000	7	"	"
Chartiers:									
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.					
Cheraw and Darlington:									
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.					
2d Mortgage dated Jan. 1, 1889.	75,000	7	Jan. & July.	"					
Cherry Valley, Sharon and Alb.:									
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.					
Cheapeake and Ohio:									
1st M. (gold) skg fd for \$15,000,000	15,000,000	6	May & Nov.	New York.					
1st Mort. Extension (con. or reg)	4,758,000	7	Jan. & July.	"					
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"					
2d Mort. ( " ) coupon.....	918,000	6	"	"					
Income ( " ) coupon.....	300,000	8	"	"					
Funded Interest, coupon.....	160,500	8	"	"					
Chester and Savannah:									
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.					
Funded Interest on 1st Mort.....	157,400	7	"	"					
Charlotte, Columbia & Augusta:									
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.					
Chartiers:									
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.					
Cheraw and Darlington:									
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.					
2d Mortgage dated Jan. 1, 1889.	75,000	7	Jan. & July.	"					
Cherry Valley, Sharon and Alb.:									
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.					
Cheapeake and Ohio:									
1st M. (gold) skg fd for \$15,000,000	15,000,000	6	May & Nov.	New York.					
1st Mort. Extension (con. or reg)	4,758,000	7	Jan. & July.	"					
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"					
2d Mort. ( " ) coupon.....	918,000	6	"	"					
Income ( " ) coupon.....	300,000	8	"	"					
Funded Interest, coupon.....	160,500	8	"	"					
Chester and Savannah:									
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.					
Funded Interest on 1st Mort.....	157,400	7	"	"					
Charlotte, Columbia & Augusta:									
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.					
Chartiers:									
1st Mort. guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.					
Cheraw and Darlington:									
1st Mortgage dated Jan. 1, 1871.	141,000</								



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland and Pittsburg (Pa.Co.):	\$						Detroit & Bay City (Mich. Cent.):	\$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	103 1/2	1st Mort. (\$424,000 guar.)	2,330,000	8	May and Nov.	New York.	1902	94 1/2
4th (now 3d) Mortgage guar.	1,096,000	6	"	"	1892	103 1/2	Detroit, Eel River and Illinois:						
Consol. sinking fund guar.	1,487,000	7	May & Nov.	"	1900	110 1/2	1st Mortgage for \$22,000 p.m.	1,825,000	8	Jan. & July.	New York.	1891	....
Clev., Painesville & Ashtabula:							Detroit, Hillsdale and Indiana:						
Regist'd bds (ass'd by L.S. & M.S.)	1,000,000	7	Jan. & July.	New York.	1890	105 1/2	1st Mort. \$16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
3d Mortgage ( " )	1,000,000	7	April & Oct.	"	1892	103	2d Mortgage, (coupon) guar.	300,000	8	Jan. & July.	"	1881	....
Cleveland and Toledo:							Detroit, Lansing and Lake Mich.:						
1st Mort., a.L. (ass'd by L.S. & M.S.)	1,595,000	7	Jan. & July.	New York.	1885	107	1st Mortgage	3,219,000	8	April & Oct.	Boston.	1896	....
2d Mortgage ( " )	860,000	7	April & Oct.	"	1886	103	1st Mortgage (on Branches)	575,000	8	June & Dec.	"	1897	....
Colebrookdale:							2d Mortgage	1,359,000	8	Feb. & Aug.	"	1893	44 1/2
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....	1st Mort. (Ionia and Lansing)	770,000	8	Jan. & July.	New York.	1889	....
Colorado Central (3 ft. gauge):							2d Mort. ( " )	81,000	8	May & Nov.	"	1880	....
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....	Detroit & Milwaukee (Gt. W. of Can.):						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (D. & M.R.R.)	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage Consol. skg fund.	15,844,750	7	April & Oct.	New York.	1908	47	2d Mortgage ( " )	1,000,000	8	"	"	1875	....
2d Mortgage skg fund.	5,582,400	7	Feb. & Aug.	"	1909	17 1/2	1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
Income convertible.	3,895,000	7	"	"	1890	....	2d Funded Coup. ( " )	375,784	7	May & Nov.	"	1875	....
1st Mort. (Chic. and Gt. Eastern)	461,000	7	April & Oct.	"	'93-'95	65	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
2d Mort. ( " )	344,400	7	Jan. & July.	"	"	....	2d Mort. ( " )	100,000	7	Jan. & July.	"	1878	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	"	1890	....	3d Mort. ( " )	250,000	8	Feb. & Aug.	"	1886	....
1st M., a.L. ( " )	39,850	7	May & Nov.	"	1896	....	Bonds of Sept. 1, 1866	110,000	7	March & Sept.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Bonds of June 30, 1866	1,702,317	6 1/2	Jan. & July.	"	1884	....
2d Mort. ( " )	821,000	10	May & Nov.	"	1904	....	Detroit, Mon. & Tol. (L.S. & M.S.):						
1st M. (Col. & Ind.) 1st & 2d pref.	309,500	7	Jan. & July.	"	1883	....	1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	101 1/2
2d Mortgage (Ind. Central)	666,500	7	"	"	1882	....	Dixon, Peotia and Hannibal:						
1st Mort. (Tol. Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	1st Mort. guar. by C., B. and Q.	753,000	8	Jan. & July.	New York.	1889	101
Income ( " )	74,624	7	"	"	1905	....	Dubuque and Sioux City:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	....	1st Mortgage tax free	882,000	7	Jan. & July.	New York.	1883	106
Columbus, Springfield and Cin.:							Dubuque Southwestern:						
1st M. (assumed by Cin., S. & O.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
Columbus and Hocking Valley:							1st Mortgage, preferred	78,500	7	Jan. & July.	"	1883	....
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	....	Dunkirk, Allegheny Val. & Pittab.						
1st M. on Branch ( & 2d on main)	300,000	7	Jan. & July.	"	1880	....	1st Mortgage (gold)	1,200,000	7 1/2	June & Dec.	New York.	1900	....
General Mortgage	634,000	7	"	"	1892	....	Dutchess and Columbia:						
Columbus and Xenia:							1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Alabama and Cincinnati:						
Connecticut and Passumpsic Riv.:							1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	....	1890	....
New Mortgage for \$1,500,000	370,500	7	April & Oct.	Boston.	1893	95	East Brandywine & Waynesboro:						
1st Mortgage sinking fund	289,500	6	June & Dec.	"	1876	....	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
Coupon Notes	607,500	7	"	"	'76-'81	97 1/2	East Pennsylvania (Ph. & Rdg.):						
1st Mort. (Massachusetts) guar. gold	400,000	6 1/2	Jan. & July.	"	1876	90	1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	103 1/2
Connecticut River:							East Tennessee, Virginia & Ga.:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....	1st Mort., skg fund for \$3,500,000	2,999,000	7	Jan. & July.	New York.	1900	93 1/2
Connecticut Valley:							2d Mortgage	190,000	4	"	"	'82-'87	....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1885	....
Connecticut Western:							Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
1st Mortgage tax free	2,074,000	7	Jan. & July.	N. Y. & Bost.	1900	....	Company Bonds (E.T. & Ga., old)	635,000	6	"	"	'80-'85	....
Connecting (Philadelphia):							Company Bonds ( " new)	135,400	6	"	"	1876	....
1st Mort. A.B.C.D. & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1.2.3.4.	100	Eastern (Mass.):						
Cooperstown and Susq. Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....	Loan of 1865	160,000	6	April & Oct.	"	1885	....
Cowanesque Valley:							Loan of 1867	959,000	7	March & Sept.	"	1887	50 1/2
1st Mortgage, gold	95,000	7 1/2	Jan. & July.	New York.	1902	....	Loan of 1868	1,000,000	6	March & Sept.	"	'88-'89	....
2d Mortgage	160,000	7	May & Nov.	"	1882	....	Loan of 1869	500,000	6	May & Nov.	"	1889	....
Cumberl'd & Penn. (Consol. Coal):							Ten year coupon notes	1,163,000	7	"	"	1882	55 1/2
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....	Ten year coupon notes	2,513,500	7	"	"	'83-'84	55 1/2
2d Mortgage, sinking fund	648,000	6	May & Nov.	"	1888	....	Sinking Fund Bonds	2,300,000	7	May & Nov.	"	1884	54 1/2
Cumberland Valley:							Sterling Sink. Fd. Bonds	2,878,048	6 1/2	March & Sept.	London.	1893	....
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....	Eastern Shore (Md.):						
2d Mortgage	109,500	8	"	"	1908	....	1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1880	....
Plain bonds	81,800	6	"	"	1884	....	2d Mortgage	200,000	6	April & Oct.	"	1886	....
Danbury and Norwalk:							Elizabethtown and Paducah:						
Mortgage Bonds of 1870	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Mortgage Bonds of 1870	200,000	7	"	"	1890	....	Elmira and Williamsport (N. Cen.):						
Mortgage Bonds of 1872	200,000	7	"	"	1892	....	1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	102 1/2
Danv., Hazleton & Wilkesbarre:							Income Mortgage guaranteed	570,000	5	April & Oct.	"	2892	02 1/2
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	40	Erie Railway:						
2d Mortgage	300,000	7	"	"	1885	....	1st Mortgage, extended	2,483,000	7	May & Nov.	New York.	1897	115 1/2
Danv., Urb., Bloom'gton & Pekin:							2d Mortgage	2,174,000	7	March & Sept.	"	1879	20 1/2
1st Mortgage	2,000,000	7 1/2	April & Oct.	New York.	1909	....	3d Mortgage	4,852,000	7	"	"	1883	102 1/2
Davenport and St. Paul:							4th Mortgage convertible	2,937,000	7	April & Oct.	"	1880	100 1/2
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7 1/2	April & Oct.	New York.	1911	....	5th Mortgage convertible	709,500	7	June and Dec.	"	1888	103 1/2
Dayton and Michigan (C.H. & D.):							Buffalo Branch, 1st mortgage	182,000	7	Jan. & July.	"	1891	....
1st Mortgage sinking fund guar.	1,855,000	7	Jan. & July.	New York.	1881	....	Sterling loan (\$1,000,000) conv.	4,580,000	6 1/2	March & Sept.	London.	1875	....
2d Mortgage, guar.	441,000	7	March & Sept.	"	1884	....	1st Consol. Mort. for \$30,000,000	12,076,000	7 1/2	"	NY & London.	1920	....
3d Mortgage, guar.	356,000	7	April & Oct.	"	1888	....	2d Consol. Mort. for \$40,000,000	14,400,000	7 1/2	June and Dec.	London.	1894	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	'86-'94	....	Convertible bonds	10,000,000	7 1/2	J. A. J. and O.	London.	1903	....
Dayton and Union:							Erie and Pittsburg (Penn.):						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....	1st Mortgage	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	185,000	7	June & Dec.	"	1879	....	2d Mortgage	92,800	7	April & Oct.	"	1880	....
Income Bonds	252,445	6	"	"	1879	....	Consolidated Mortgage	2,192,000	7	Jan. & July.	"	1898	....
Dayton and Western (L. M. R.R.):							Equipment Mortgage	750,000	7	April & Oct.	"	1890	....
1st Mortgage (assumed)	142,000	7	March & Sept.	New York.	1881	....	European & N. American (Me.):						
1st Mortgage ( " )	495,000	6 1/2	Jan. & July.	"	1905	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6 1/2	Jan. & July.	N.Y. & Lond.	1894	....
Decatur, Sullivan and Mattoon:							1						

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:	\$						Huntingdon and Broad Top Mt.:	\$					
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	418,000	7*	April & Oct.	Philadelphia.	1890	110
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	104
1st Mort. (Flushing and N. Side.)	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	60
1st Mort. (Central of L. I.).....	1,275,000	7	"	"	1889	....	<b>Illinois Central:</b>						
1st Mort. (Cent. R. R. Exten.)...	200,000	7	May and Nov.	"	1903	....	Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	General Mortgage for \$15,000,000	2,500,000	6*	"	London.	1895	....
Sterling Loan.....	1,500,000	6*	"	London.	....	....	Sterling Bonds, Sinking Fund...	4,792,000	5*	"	"	1903	....
<b>Fonda, Johnston &amp; Gloverville:</b>							<b>Illinois Grand Trunk (C. B. &amp; Q.):</b>						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	933,000	8	April & Oct.	Boston.	1890	106 1/2
<b>Fort Wayne, Jackson &amp; Saginaw:</b>							<b>Indiana and Illinois Central:</b>						
1st Mortgage, traffic guarantee....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	<b>Indiana North and South:</b>						
<b>Fort Wayne, Muncie &amp; Cin.:</b>							1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1890	....	<b>Indianapolis, Blooming. &amp; West:</b>						
2d Mortgage.....	500,000	8	"	"	1895	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1900	35
<b>Framingham and Lowell:</b>							1st Mortgage Extension gold....	5,500,000	7*	Jan. & July.	"	1912	....
1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	80	2d Mortgage.....	1,500,000	8	"	"	1890	11 1/2
2d Mortgage.....	150,000	8	"	"	1883	89	<b>Indianapolis and Madison:</b>						
<b>Frederick and Pennsylvania Line:</b>							1st Mort. assumed by J. M. & I.	897,000	7	May & Nov.	New York.	1881	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	<b>Indianapolis &amp; Vincennes:</b>						
<b>Fremont, Elkhorn &amp; Mo. (S.C. &amp; P.):</b>							1st Mortgage guar. by Pa. Co....	1,700,000	7	Feb. & Aug.	New York.	1908	76
1st Mortgage.....	690,000	7	April & Oct.	.....	1901	....	2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	"	1900	....
<b>Galena &amp; Chic. Union (C. &amp; N. W.):</b>							<b>International and Gt. Northern:</b>						
1st Mortgage.....	1,692,000	7	Feb. & Aug.	New York.	1882	106	1st Mortgage s. f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	70
2d Mortgage.....	43,000	7	May & Nov.	"	1875	102 1/2	Convertible B'ds.....	1,473,000	8	Feb. & Aug.	"	1892	....
<b>Galv., Harrisburg &amp; San Antonio:</b>							1st Mortgage (Hous. & Gt. N. R.R.)	4,211,000	7	Jan. & July.	"	1900	68
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	Convert. B'ds.....	1,677,000	8	Feb. & Aug.	"	1892	....
<b>Galveston, Houston &amp; Henderson:</b>							<b>Indianapolis, Cin. and Lafayette:</b>						
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	82 1/2	1st Mortgage of 1897.....	2,800,000	7	Feb. & Aug.	New York.	1897	....
<b>Geneva, Ithaca and Athens:</b>							1st Mortgage of 1899.....	2,000,000	7	June & Dec.	"	1899	....
1st Mortgage, skg. fd., guar....	600,000	7*	Jan. and July.	New York.	1890	....	Funded Interest Bonds, coupon.	469,100	7	March & Sept.	"	78-88	....
<b>Georgia (and Banking):</b>							Equipment Bonds, registered....	375,000	10	"	"	1883	86 1/2
Company bonds (debentures)....	554,500	7	Jan. & July.	Augusta	75-90	....	1st Mort. (Ind'polis & Cin.) 1888.	1,600,000	7	April & Oct.	"	1888	....
<b>Gilman, Clinton &amp; Springfield:</b>							1st Mort. (Cin. & Indiana).....	490,000	7	June & Dec.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	2d Mortgage.....	1,497,000	7	Jan. & July.	"	77-82	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	<b>Indianapolis and St. Louis:</b>						
<b>Goshen and Deckertown (Erie):</b>							1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
<b>Grand Rapids &amp; Indiana:</b>							2d Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....	Equipment Mortgage.....	373,000	10	Jan. & July.	"	1900	....
1st Mort. L. G. not guar. gold....	3,224,000	7*	April & Oct.	"	1899	....	<b>Ionia and Lansing (D. L. &amp; L.M.):</b>						
<b>Grand River Valley (Mich. C.):</b>							1st Mortgage traffic guar.....	770,000	8	Jan. & July.	New York.	1890	....
1st Mort., assumed by Lessees....	1,000,000	8	Jan. & July.	New York.	1886	94 1/2	2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
2d Mortgage, guar. by Lessees....	500,000	8	March & Sept.	"	1879	85	<b>Iowa Falls and Sioux City:</b>						
<b>Grand Trunk (Ca.):</b>							1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	<b>Iowa Midland (C. &amp; N. W.):</b>						
Equip'm't Bonds No. 2 \$500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mort., \$18,000 p.m., guar....	1,350,000	8	April & Oct.	New York.	1900	97
Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	<b>Irvington (Penn.):</b>						
1st Preference Bonds \$3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
2d Preference Bonds \$2,327,808	11,639,040	4*	"	"	"	....	<b>Ithaca and Athens (Penn.):</b>						
3d Preference Bonds \$1,193,910	5,919,550	4*	"	"	"	....	1st Mortgage gold, skg fund....	600,000	7*	Jan. & July.	New York.	1890	102 1/2
Provincial Debenture \$3,111,500	15,567,500	....	"	Ottawa.	....	....	<b>Jackson, Lansing &amp; Saginaw (MO):</b>						
<b>Great Western of Canada:</b>							1st Mortgage guar.....	1,317,000	8	Jan. & July.	New York.	1885	93 1/2
Mortgage Bonds \$127,000.....	635,800	6	Jan. & July.	London.	1876	....	1st Mort. (Northern Ext.) guar.	810,000	8	May & Nov.	"	1890	85
Mortgage Bonds \$547,000.....	2,735,000	5 1/2	April & Oct.	"	77-78	....	2d Mortgage.....	158,000	8	March & Sept.	"	1875	....
New Bonds \$1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	Consolidated Mortgage (236 m.)	1,968,000	8	"	"	1891	78 1/2
Debt Bonds \$1,143,190.....	8,715,900	5	Jan. & July.	"	Perp.	....	<b>Jacksonville, North West &amp; S. East:</b>						
<b>Great Western Railway of 1859:</b>							1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1902	....
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	89	<b>Jacksonville, Pensac. and Mobile:</b>						
2d Mort., " " " " " " " "	2,500,000	7	May & Nov.	"	1893	64	1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
<b>Green Bay and Minnesota:</b>							2d Mortgage.....	3,600,000	8	"	"	1899	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	<b>Jamestown &amp; Frank (L.S. &amp; M. So.):</b>						
<b>Greenville and Columbia:</b>							1st Mortgage guaranteed.....	460,000	7	Jan. & July.	New York.	1897	....
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	Columbia.	81-86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
1st Mortgage not guaranteed....	370,768	7	"	"	81-86	....	<b>Jefferson (Erie):</b>						
<b>Greenwich and Johnsonville:</b>							1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	71
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	2d Mort. ( " " " " " " " " )	84,000	7	"	"	1889	....
<b>Gulf, Western Texas and Pacific:</b>							1st Mort. (Carbendale Section)...	2,000,000	7	"	"	1889	....
1st Mortgage (Construction)....	1,386,000	7*	Jan. & July.	.....	1902	....	<b>Jeffersonville, Madison &amp; Indian:</b>						
<b>Hannibal and Naples (T. W. &amp; W.):</b>							1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	35	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	1st Mortgage (Ind. & Mad. guar.)	397,000	7	May & Nov.	"	1881	....
<b>Hannibal &amp; Cent. Mo. (T. W. &amp; W.):</b>							<b>Jersey City and Albany:</b>						
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	86	1st Mortgage.....	250,000	7*	Jan. & July.	New York.	1913	....
2d Mortgage.....	250,000	7	"	"	1892	75	1st Mortgage (Ridgefield Park).	300,000	7	May & Nov.	"	1912	....
<b>Hannibal and St. Joseph:</b>							<b>Joliet and Chicago (C. &amp; Alton):</b>						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-94	103 1/2	1st Mortgage skg fund guar.....	336,000	8	Jan. & July.	New York.	1882	108
Missouri State Loan.....	1,500,000	6	"	"	77-78	104	<b>Junction, Philadelphia:</b>						
Fifteen years' bonds (277 m.)...	3,798,000	8	March & Sept.	"	1885	79	1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	102 1/2
1st Mort. (Q. & Palm. R.R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....	2d Mortgage not guaranteed....	300,000	6	April & Oct.	"	1900	102
1st Mort. (K. City & Cam. R.R. 55 m.)	1,200,000	10	Jan. & July.	"	1886	92 1/2	<b>Junction and Breakwater:</b>						
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	106	1st Mort. guar. by Delaware....	352,000	6	Jan. & July.	New York.	1890	....
<b>Harlem Extension:</b>							<b>Kalamazoo, Allegan &amp; Gr. Rapids:</b>						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	95



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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1885	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold..	4,063,000	6*	June & Dec.	"	1886	....	1st Mortgage for Cincinnati Br...	3,000,000	7	"	"	1897	....
1st M. (3d Div. 244.66m. & 3,000,000m.)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	6	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres) gold....	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold....	1,722,250	7*	Jan. & July.	N. Y. L. & F.	1880	....	1st Mort. (Louisville & Frankl'n)	39,000	6	"	"	73-78	....
2d Mort. ( " ) gold.....	1,500,000	7*	March & Sept.	"	1886	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1886	....	1st Mortgage (Shelby R. R.)....	88,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	<b>Louisville and Nashville:</b>						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y. L. & F.	1916	....	1st Mortgage (main line 185 m.)	170,000	7	Jan. & July.	New York.	1876	....
<b>Keat County (Del.)</b>							1st Mortgage (Memp Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$800,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	"	"	90-95	....
<b>Kentucky Central:</b>							1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memph. & Clarksv. Br.)	2,425,000	6*	Feb. & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,964,000	7	April & Oct.	"	1888	92 1/2
<b>Keokuk and Des Moines:</b>							Louisville Loan.....	549,000	6	"	"	86-87	....
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	....	Louisville Loan (Lebanon Br.)	225,600	6	May & Nov.	"	1886	....
Funded Interest.....	254,300	8	"	"	1884	....	Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	....
<b>Keokuk and St. Paul (C.B. &amp; Q.):</b>							<b>Louisv. N. Al. &amp; St. Lo. Air-Line:</b>						
1st Mortgage traffic guar.....	864,000	8	April & Oct.	Boston.	1879	105	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	Jan. & July.	New York.	1892	....
<b>La Crosse, Trempealeau &amp; Prescott:</b>							<b>Macon and Augusta:</b>						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	....	1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1877	....
Laf., Blooming. & Miss. (T.W. & W.)	1,300,000	7*	Feb. & Aug.	New York.	1891	70	1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	40	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
Laf., Muncie & Bloom. (T.W. & W.)	1,500,000	7*	Feb. & Aug.	New York.	1901	40	<b>Macon and Brunswick:</b>						
1st Mortgage gold guar.....	1,092,000	7	April & Oct.	New York.	1892	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	590,000	7	Jan. & July.	"	1903	....	1st Mort. " " " " " "	600,000	7	May & Nov.	"	1902	....
<b>Lake Ontario Shore:</b>							2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
1st Mortgage (\$20,000 pr. m.)...	1,438,200	7*	Jan. & July.	New York.	1897	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
<b>Lake Shore &amp; Michigan South'n:</b>							<b>Madison and Portage:</b>						
Sinking Fund Mortgage.....	1,198,000	7	April & Oct.	New York.	1879	....	1st Mort., guar. by Chl. and Sup.	600,000	70	April & Oct.	New York.	1890	....
Consol. Mort., S.F., Reg'd....	6,115,000	7	J. A. J. & O.	"	1900	104 1/2	<b>Maine Central:</b>						
Consol. Mort., S.F., Coupon....	3,471,000	7	Jan. & July.	"	1900	107 1/2	Consolidated Mortgage.....	928,300	6	April & Oct.	Boston.	1912	95
2d Consol. Mort. for \$25,000,000.	8,471,000	7	June & Dec.	"	1903	97 1/2	\$1,110,000 Loan, tax free.....	756,980	6	Jan. & July.	"	1898	91
Bonds of 1882 (Reg. & Coupon)	3,529,000	7	April & Oct.	"	1882	....	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
Lake Shore Dividend Bonds....	1,442,000	7	"	"	1899	102	1st Mort. (Belfast & Moosehead)	150,000	3*	May & Nov.	Belfast & Bost.	1890	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	105 1/2	\$1,100,000 (A. & Ken.) Loan...	1,100,000	6	Jan. and July.	Boston.	90-91	36
3d Mort. ( " ) " " " "	1,000,000	7	April & Oct.	"	1892	103	1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
1st Mort. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	109 1/2	Consol. (Port. & Kennebec) Loan	1,166,700	6	June & Dec.	Boston.	1895	....
2d Mort. ( " ) " " " "	2,692,000	7	"	"	1877	104	2d Mort. (Somerset & Kennebec)	260,000	6	June & Dec.	"	1876	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	107	1st Mort. (Leeds & Farmington)	683,000	6	Jan. & July.	"	1901	....
2d Mort. ( " ) " " " "	819,000	7	April & Oct.	"	1886	103	Bath (Androscoggin) Loan...	425,000	6	"	"	1891	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	Mansfield & Framming (B.C. & F.)	300,000	7	Jan. & July.	Boston.	1880	95 1/2
Mort. Bonds ( " ) " " "	300,000	7	March & Sept.	"	1886	....	<b>Marietta and Cincinnati:</b>						
Mort. Bonds ( " ) " " "	2,850,000	7	April & Oct.	"	1898	105	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	101 1/2	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	107 1/2
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	83 1/2	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	99 1/2
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1900	7 1/2
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	97 1/2	1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1888	....
1st M. (Jamestown & Franklin)	480,000	7	June & Dec.	"	1884	....	<b>Marietta, Pittsburg &amp; Cleveland:</b>						
2d M. ( " ) " " " "	500,000	7	June & Dec.	"	1884	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1895	....
<b>Lake Shore &amp; Tuscarawas Valley:</b>							Marquette, Houghton & Ontonagon:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	1st Mortgage (Marq. & Ont.)...	1,700,000	8	Jun. & Dec.	New York.	1892	....
2d Mortgage, for \$1,000,000....	696,000	7	"	"	1902	....	1st Mort. (Houghton and Ont.)	2,000,000	8	Jan. & July.	"	1892	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-93	....
<b>Lake Superior &amp; Mississippi:</b>							<b>Massachusetts Valley (C. &amp; P. R.):</b>						
1st Mort. sfg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	43 1/2	1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1876	90
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	<b>Maryland and Delaware:</b>						
Income Bonds.....	3,200,000	10	"	"	1902	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	20
<b>Lawrence (P. Ft. W. &amp; Chl.):</b>							2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1896	....	Massillon & Cleve. (C.M. V. & D.)	100,000	7*	Jan. & July.	New York.	1890	....
<b>Leavenworth, Atch. &amp; N. West'n:</b>							1st Mortgage guaranteed, gold..	500,000	7*	Jan. & July.	New York.	1890	....
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	<b>Mayville and Lexington:</b>						
<b>Leaven, Lawrence &amp; Galveston:</b>							1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
1st Mort. sfg fund conv. gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	19	<b>Memphis and Charleston:</b>						
1st Mort. (K. O. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
<b>Lehigh and Lackawanna:</b>							Tennessee State Loan.....	1,314,142	6	"	"	73-78	....
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	Income Bonds.....	600,000	10	March & Sept.	"	....	....
<b>Lehigh Valley:</b>							<b>Memphis and Little Rock:</b>						
1st Mortgage (new loan).....	5,000,000	6	June & Dec.	Philadelphia.	1898	106	1st Mortgage (Land Grant)....	1,800,000	8	May & Nov.	New York.	1890	....
1st Mortgage ( " ) reg'd....	6,000,000	6	March & Sept.	"	1910	110 1/2	2d Mortgage.....	1,000,000	8	"	"	....	....
2d Mortgage for \$3,000,000....	6,000,000	6*	June & Dec.	"	1923	101	Michigan Air Line (Mich. Cent.)	200,000	8	May and Nov.	New York.	1890	....
General Mort. for \$40,000,000..	5,000,000	6*	"	"	1922	100 1/2	1st Mort. (South Bend Div.) ass'd	1,517,000	8	April & Oct.	Boston.	1892	....
<b>Lewish, Centre &amp; Spruce C. (Pa. &amp; E.)</b>							1st Mortgage sinking fund conv.	3,000,000	7	May & Nov.	New York.	1902	105 1/2
1st Mortgage.....	1,548,000	7	May & Nov.	Philadelphia.	1902	....	Consol. Mortgage for \$10,000,000	1,900,000	8	Jan. & July.	"	1890	94 1/2
<b>Lexington &amp; St. Louis (A. &amp; P.):</b>							1st Mort. (Mich. Air Line) ass'd	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	....
1st Mortgage gold.....	1,000,000	6*	June & Dec.										



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.		Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.							When.	Where.		
Minneapolis & St. L. (Nor. Pacifc)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N.O. Jack. & Gt. N. (N.O. St. L. & C.):	\$ 3,000,000	8	Jan. & July.	New York.	1886	....	
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mortgage.....	1,500,000	8	April & Oct.	"	1890	....	
Minnesota and North Western:							Consol. Mort. for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912	....	
1st Mort. gold, skg fd & tax free	20,000 pm	7*	Jan. & July.	Detroit.	1890	....	New Orleans, Mobile and Texas:							
Mississippi Cent. (N.O. St. L. & Chi.):							1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....	
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1915	....	
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....	
General Mort. for \$8,000,000 gold	3,704,500	7*	May & Nov.	"	1912	....	New York, Boston and Montreal:							
Mississippi, Ouachita & Red Riv.:							1st Mortgage for \$12,250,000.....	6,617,500	7*	Feb. & Aug.	N.Y. or Lond.	1903	....	
1st Mortgage gold.....	2,940,000	7*	Jan. & July.	.....	1900	....	New York & Canada (D. & H. C.):							
Mississippi and Tennessee:							1st Mort. for \$200,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....	
1st Mortgage.....	660,000	7	April & Oct.	Memphis.	1876	....	New York Central & Hudson R.:							
Consolidated Mortgage.....	1,264,000	8	Jan. & July.	"	'81-'93	....	Debt Certificates (N. Y. Cent.)	5,936,626	6	May & Nov.	New York.	1883	105	
Tennessee State Loan.....	430,647	6	.....	"	.....	....	Bonds for debt ass'd (N.Y.C.)	1,514,000	7	Feb. & Aug.	"	1876	103	
Mississippi Valley and Western:							Bonds for B. & N. F. st. ("")	74,500	6	May & Nov.	"	1883	....	
1st Mortgage \$20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. R. Stocks ("")	592,000	6	"	"	1883	102 1/2	
Missouri, Iowa and Nebraska:							Bonds for Real Estate ("")	182,000	6	"	"	1883	102 1/2	
1st Mortgage gold, sinking fund.	2,000,000	7	June & Dec.	.....	1910	....	Bonds of 1854 renewed ("")	2,431,000	6	June & Dec.	"	1887	105	
Missouri, Kansas and Texas:							2d Mort. (Hudson River) B. F.	1,794,000	7	"	"	1885	113	
1st Mort. (U. Pac. S. B.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891	....	
1st Mort. (Tubo & Neosho) S. F.	362,000	7*	June & Dec.	"	1903	....	1st Mort., coup. }	3,904,000	7	Jan. & July.	"	1903	121	
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	60	1st Mort., reg'd } for \$30,000,000	3,904,000	7	"	"	1903	120	
Additional Consol. Mort.....	2,500,000	7	"	"	1905	....	1st Mort. Sterling for £2,000,000	9,733,333	6*	"	London.	1903	....	
Further Add. Consol. Mort.....	600,000	7	"	"	1906	....	New York and Harlem:							
Missouri River, Ft. Scott & Gulf:							Consolidated Mortgage of 1863..	108,000	6	Feb. & Aug.	New York.	1893	....	
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	55	Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	"	1881	....	
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	Consol. Mort. of 1872, coupon.	6,822,000	7	May & Nov.	"	1900	120 1/2	
Mobile and Girard:							Consol. Mort. of 1872, reg'd..	1,000,000	7	"	"	1900	120	
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....	N. York, Housatonic & Northern:							
2d Mortgage.....	300,000	8	"	New York.	1889	....	1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	....	
Plain bonds.....	33,500	8	"	Savannah.	1887	....	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	..	
Mobile and Montgomery:							New York, N. Haven & Hartford:							
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....	1st Mort. (Harlem & Portchester)	1,000,000	7	.....	New York.	1903	....	
2d Mortgage.....	800,000	8	"	"	1900	....	New York and Oswego Midland:							
Mobile and Ohio:							1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....	
1st Mortgage Sterling.....	5,686,000	6*	May & Nov.	Mob. & Lond.	1883	....	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....	
Interest bonds.....	1,524,300	6*	"	Mobile.	'76-'83	....	2d Mortgage non-convertible...	1,500,000	7	"	"	1896	....	
Sterling Interest bonds.....	709,920	6*	"	London.	1883	....	3d Mort., Equipment.....	3,800,000	7	.....	"	....	....	
Tennessee Substitution Bonds..	1,688,000	7*	Jan. & July.	N.Y. & Lond.	1901	....	1st Mort. (West. Extension).....	2,425,000	7	.....	"	....	....	
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	.....	....	Consolidated Mortgage.....	1,200,000	7	.....	"	....	....	
2d Mortgage.....	1,453,858	8	March.	"	1877	....	New York, Providence & Boston:							
Consol. Mort. for \$15,000,000.....	.....	7*	Jan. & July.	N.Y. & Lond.	1904	....	1st Mortgage.....	76,000	6	Feb. & Aug.	New York.	1878	....	
Convertible 5 per cent. bonds..	977,550	8	M. J. S. & D.	New York.	.....	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....	
Montclair (N. Y. and O. Mid.):							Extension Bonds.....	260,000	6	May & Nov.	"	'78-'81	....	
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	.....	....	General Mort. for \$1,000,000.....	337,000	7	Jan. & July.	"	1899	....	
2d Mortgage.....	780,000	7	.....	"	.....	....	Norfolk & Petersburg (A.M. & O.):							
Income Mortgage.....	888,400	7	.....	"	.....	....	1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....	
Montgomery and Erie (Erie):							1st Mortgage.....	157,000	7	"	"	1877	....	
1st Mortgage.....	127,000	7	May & Nov.	New York.	1888	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....	
2d Mortgage.....	47,000	7	April & Oct.	"	1887	....	North Carolina:							
Montgomery and Eufaula:							1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....	
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Eastern (S. Car.):							
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1900	....	1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....	
Monticello and Port Jervis:							2d Mortgage.....	228,600	8	"	"	1899	....	
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....	North Missouri (St. L., K.C. & N.):							
Morris and Essex (D. L. & W.):							1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	95 1/2	
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	119	North Pennsylvania:							
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	"	1891	110 1/2	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	104 1/2	
Convertible bonds.....	384,900	7	Jan. & July.	"	1900	109	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	108	
Construction bonds.....	573,000	7	Feb. and Aug.	"	1889	103	Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	102 1/2	
Gen'l M. (lat on Boonton Br.) gr.	4,821,000	7	April & Oct.	"	1901	107 1/2	General Mortgage.....	436,500	7	Jan. & July.	"	1903	103 1/2	
Special Mortgage.....	1,029,000	7	.....	"	.....	....	North Shore (Flush., N.S. & Cent.):							
Consol. mort. for \$25,000,000 guar	3,000,000	7	June & Dec.	"	1915	108 1/2	1st Mortgage.....	138,000	7	Feb. & Aug.	New York.	1887	....	
Nashville, Chattanooga & St. Louis:							Northern Central:							
1st Mort., endorsed by Tenn.....	1,450,000	6	Jan. & July.	New York.	'74-'83	82 1/2	1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....	
2d Mort. (Government Subsidy)	1,000,000	4	"	"	'81-'91	....	2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1886	102	
New Mortgage.....	5,900,000	7	"	"	1913	....	3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	103	
Nashville and Decatur (L. & Nash.):							3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	106	
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89	Income conv. coupon.....	1,000,000	7	April & Oct.	Harrisburg.	1880	....	
2d Mortgage gold.....	500,000	6*	April & Oct.	Nashville.	1887	....	Income coupon.....	3,000,000	7	Jan. & July.	"	1922	70	
Naugatuck:							Consol. Mort. coupon.....	2,599,000	6*	"	Baltimore.	1900	102 1/2	
1st Mortgage.....	102,000	7	Jan. & July.	Bridgeport.	1876	....	Consol. Mort. registered.....	205,000	6*	April & Oct.	"	1900	....	
Newark & New York (C. of N.J.):							Consol. General Mort. S. F.....	2,964,000	6*	Jan. & July.	Lond. & Balt.	1904	....	
1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....	Northern New Jersey (Erie):							
Newark, Somerset & Stratfordville:							1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City.	1878	....	
1st Mortgage gold.....	880,000	7*	May & Nov.	New York.	1889	103 1/2	Northern Pacific:							
New Bedford:							1st Mort. on R.R. & lands gold..	30,097,600	7.3*	Jan. & July.	New York.	1900	17	
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98 1/2	Northwestern Virginia:							
New Issue for \$360,000.....	400,000	7	"	"	1894	106 1/2	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	100 1/2	
New Haven and Derby:							Northwestern Union (C. & N.W.):							
1st Mortgage.....	525,000	7	Various.	New Haven.	'98-'00	....	1st Mortgage.....	3,500,000	7*	.....	New York.	....	....	
New H. Middlet'n & Willman:							Norwich & Worcester (B.H. & E.):							
1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....	1st Mort. Mass. Loan, skg. fd...	400,000	6*	Jan. & July.	Boston.	1877	....	
2d Mortgage.....	2,000,000	7	.....	"	1881	....	Construction Bonds.....	150,000	7	"	"	1877	....	
New Haven and Northampton:							Nyack and Northern:							
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....	

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:	\$						Philadelphia, Wilmington & Balt.:	\$					
Plain Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	102	Mortgage Loan, convertible....	290,000	6	Jan. & July.	Phila. & Bost.	1884	101 1/2
Plain Bonds.....	32,000	6	"	"	1884	99 1/2	Loan of 1866.....	161,000	6	April & Oct.	"	1876	101
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	101	Loan of 1867.....	1,000,000	6	"	"	1887	101 1/2
New Bonds for \$3,000,000.....	1,692,000	7	March & Sept.	"	1894	111	Loan of 1872.....	700,000	6	"	"	1892	101
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	106 1/2	Loan of 1875.....	639,000	6	"	"	1900	101
Omaha and Northwestern:							Pickering Valley (Phila. & Rdg.):						
1st Mort. Land Grant, Gold.....	16,000 pm	7 3/4	Jan. & July.	New York.	1901	....	1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	....
Omaha and Southwestern:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	90	1st Mort. (Col. & Newark Div.)....	775,000	7	Jan. & July.	Philadelphia.	1890	....
Orange, Alex. and Manassas—							1st Mort. (Steub. & Ind.) conv.....	3,000,000	6	Monthly.	New York.	1884	81
See Wash. C. Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.	6,222,000	7	Feb. & Aug.	Philadelphia.	1890	87
Oregon and California:							Consolidated 2d Mortgage.....	5,000,000	7	April & Oct.	"	1913	....
1st Mortgage gold.....	10,950,000	7*	April & Oct.	New York.	....	....	Pittsburg, Ft. Wayne & Chicago:						
Osgo Valley & Southern Kansas:							1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	117 1/2
1st Mortgage (\$20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Oshkosh & Miss. (C. M. & S. P.):							1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Oswego and Rome (R. W. & O.):							1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	109 1/2
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	....
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N. Y. & Bost.	1900	106	2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	....
Owensboro' and Russellville:							2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	106
Pacific of Missouri (Atl. & Pac.):							Constructive bonds of Jan. 1, 1910	100,000	7	Jan. & July.	New York.	1887	....
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	90	Equipment bonds.....	1,000,000	8	March & Sept.	"	1884	....
2d Mortgage sinking fund.....	2,904,000	7	Jan. & July.	"	1891	79 1/2	Pittsburg, Va. and Charleston:						
Income Bonds.....	1,500,000	7	Mar. and Sept.	"	1892	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
St. Louis County Debt.....	700,000	7	Monthly.	St. Louis.	1885	....	Pittsburg, Wash'ton & Baltimore:						
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	1st Mort. (Pittsb. & Conn'sville)....	4,000,000	7	Jan. & July.	Baltimore.	1898	104 1/2
1st Mort. (Carondelet Branch).....	500,000	6*	April & Oct.	"	1893	....	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Leav. Atch. & N. W.)	500,000	7	"	"	1889	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1899	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	June & Dec.	"	1890	....	Real Estate Mortgage.....	100,000	6	.....	Baltimore.	1883	....
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	1st Mortgage for \$3,600,000.....	20,000 pm	7*	Jan. & July.	New York.	1901	....
Panama:							Port Huron and Lake Michigan:						
General Mortgage, stg £597,800.	2,889,330	7*	April & Oct.	London.	1897	....	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
Paris and Decatur:							Portland & Ogdensburg (Me. & N. H.):						
1st Mortgage gold, S. F.....	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	1st Mort. (Maine Section) gold.....	800,000	6*	Jan. & July.	Boston.	1900	....
Paterson and Newark (Erie):							Consol. Mort. gold, for \$3,200,000	149,000	6*	May & Nov.	"	1901	50 1/2
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	Portland and Ogdensburg (Vt.):						
Pekin, Linc. & Decatur (T. W. & W.):							1st Mortgage gold, for \$2,300,000	1,200,000	6*	May & Nov.	N. Y. & Bost.	1891	46
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	60	Portland and Oxford Central:						
Pemberton & Hights (U. C. of N. J.):							1st Mortgage of 1893.....	250,000	6	Jan. & July.	Portland.	1888	....
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	100	Portland and Rochester:						
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	....	1st Mortgage (equal lien).....	100,000	7	April & Oct.	"	1887	....
1st Mortgage gold (S. F.) 2d series	979,000	7*	"	"	1900	....	2d Mort. (Portland Loan).....	396,500	6	Mar. & Sept.	"	1891	....
Pennsylvania:							Port Royal (S. C.):						
1st Mort. (Harrisburg to Pittsburg)	4,970,000	6	Jan. & July.	Philadelphia.	1880	105	1st Mortgage gold, skg fd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
General Mortgage.....	19,999,760	6	J. A. J. & O.	Philadelphia.	1910	105 1/2	1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	1889	....
General Mortgage, registered.....	29,250,000	6*	Jan. & July.	London.	1905	99 1/2	Portsmouth, Gt. Falls & Conway:						
Consolidated Mortgage.....	6,007,360	5	April & Oct.	Philadelphia.	75-90	....	1st Mort., guar. by Eastern R. R.	514,000	7	June and Dec.	Boston.	1893	65 1/2
State lien for \$7,500,000, skg fd							Poughkeepsie and Eastern:						
Pennsylvania Coal:							1st Mort. gold, conv. & tax free..	644,500	7*	Jan. & July.	New York.	1910	....
1st Mortgage.....	487,500	7	Feb. and Aug.	New York.	1881	....	2d Mortgage.....	78,000	7	"	"	....	....
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage.....	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1890	....
2d Mortgage.....	519,000	7	April & Oct.	"	1903	....	Stoughton Branch bonds.....	1,000,000	6	"	"	....	....
Pennsylvania & New York (L. V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	109 1/2	1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1892	....
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	....	Quincy and Palmyra:						
Peoria & Bureau Val (C. R. I. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy and Toledo (T. W. & W.):						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	50
1st Mortgage, traffic guarantee..	571,000	8	Jan. & July.	Boston.	1878	104	Quincy & Warsaw (C. B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed.....	750,000	8	Jan. & July.	Boston.	1890	105 1/2
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Reading and Columbia (P. & R.):						
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	"	1900	....	1st Mort., Coupon, guaranteed..	550,000	7	March & Sept.	New York.	1892	95
Peoria and Rock Island:							2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1894	....
1st Mort. gold, conv. & tax free..	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	....	Rensselaer and Saratoga:						
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	1st Mortgage.....	300,000	7	Jan. & July.	Troy.	1890	130
Perkiomen (Phila. and Rdg):							2d Mortgage.....	150,000	7	"	"	1897	....
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	87	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1896	....
Petersburg:							1st Mort. (Troy, Salem & Rutl.)	600,000	7	May and Nov.	"	1890	....
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	79-98	....	1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	"	1894	....
2d Mortgage.....	500,000	8	"	"	1902	....	Consol. Mort. for \$2,000,000.....	1,925,000	7	May and Nov.	"	1921	95
Philadelphia and Baltimore Cent.:							Richmond and Danville:						
1st Mortgage (Penn. Div. 36 1/2 m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1890	....
1st Mortgage (Md. Div. 9 1/2 m.)	300,000	6	"	"	1891	....	Virginia State guar. bonds.....	157,800	6	"	"	1875	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	"	"	1900	....	1st Mort. (Peldmont Branch)....	500,000	8	"	"	1888	....
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N. C.)	500,000	6 1/2	April & Oct.	N. Y. or Rich.	....	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	102 1/2	Consolidated Mortgage.....	1,766,000	6	May and Nov.	New York.	75-90	74 1/2



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw,	1892	....	1st Mortgage Sterling.....	1,486,333	6*	Jan. & July.	London.	'82-'88	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,000	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. ( " ).....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island)...	115,000	6	June & Dec.	"	1876	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr.	6,500,000	8*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort. " " " " " "	200,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg fd. (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	115	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg fd. (Series B).....	1,100,000	7	April & Oct.	"	1894	110	South and North Alabama:						
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	93	1st Mort., endor. by Ala. gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort., guar. by L. & N.	2,106,000	...	May & Nov.	London.	....	....
2d Mortgage Income (Series E).....	1,700,000	7	"	"	1884	73	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	73	1st Mortgage gold, assumed....	7,188,500	6*	Jan. & July.	New York.	1888	67
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	100	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston	'80-'81	99
2d Mort. ( " ).....	6,000,000	7*	May & Nov.	"	1897	76	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'h).....	2,500,000	7*	June & Dec.	"	1897	....	1st preferred bonds.....	675,900	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	"	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,800	6	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7*	March & Sept.	"	1882	108
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	88	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Real estate & 2d M. for \$3,000,000	993,000	7	March & Sept.	"	1899	....	Southern of L. I.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	2d Mort. Sunk. Fund.....	1,500,000	7	May & Nov.	"	....	80
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,240,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg fd. con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Naah.).....	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	11,000,000	6*	April & Oct.	New York.	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage (A.) guaranteed.....	1,000,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscookee) conv.	300,000	7	"	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d Mort. (do.) & 1st land gr.	1,145,760	7	June & Dec.	"	1892	....	1st Mortgage.....	416,000	7	Jan. & July.	Boston.	'83-'91	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (do.) R.R. & Lands.	8,500,000	7*	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
General Mortgage for \$15,000,000	.....	7*	"	"	....	....	2d Mortgage gold, tax free.....	446,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.:							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Salem and Lowell (B. & L.):							Stantead, Shefford and Chamby:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95	1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	43
Sand, Mansfield & Newark (B. & O.):							Sullivan (Central, Verm.):						
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	101	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A. & G.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	85
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Funded interest bonds, guar.....	111,900	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.:							Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Savannah and Memphis:							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schenectady & Susq. (D. & H. Can.):							2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	Syracuse and Chenango Valley:						
Schoolcraft & Three R. (L.S. & M.S.):							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Tebos and Neosho (M. K. & T.):						
Seaboard and Roanoke:							1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	Terre Haute & Indianapolis:						
Selma and Gulf:							1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	Bonds of 1873 for \$1,600,000.....	516,000	7	"	"	1894	....
Selma, Marion and Memphis:							Texas and Pacific:						
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
Selma, Rome and Dalton:							Toledo, Can. Southern & Detroit:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	1,350,000	7	Jan. and July.	.....	1906	60
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	250,000	10	"	"	1881	....	1st Mortgage (Eastern Div.)....	1,600,000	7	June & Dec.	New York.	1894	83
Bhamokin Valley & Pottaw. (N.O.):							1st Mortgage (Western Div.)....	1,800,000	7	Feb. and Aug.	"	1896	80
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	101	2d Mort. conv. ( " ).....	1,300,000	7	April & Oct.	"	1886	45
Shelby and Fond du Lac:							Equipment Mort. sinking fund....	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,00												

The Letter (g) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage s&g fund, guar....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unencumbered.....	400,000	6	Jan. and July.	Baltimore.	1890	96
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	104
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. ".....	300,000	6	"	"	1890	104
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1890	100
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	92
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	104
Troy, Salem & Rutland (R. & S.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):						
Troy Union (and Depot):							1st Mort., assumed.....	2,735,000	60	Jan. and July.	New York.	1890	97
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	Western Pennsylvania (Penn.):						
Tuckerton:							1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	80
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
Union Pacific:							General Mortgage.....	1,200,000	7	"	"	....	....
1st Mortgage gold, tax free.....	27,236,000	60	Jan. & July.	N. Y. & Bost.	'96-'99	103	Western Union (Chi., M. & St. P.):						
1st Mort. Land Grant.....	7,832,000	7	Apr. and Oct.	"	1887	99	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	99	West Jersey:						
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	90	Debenture bonds guar. by O. & A.....	400,000	6	March & Sept.	Camden.	1883	83
Omaha Bridge B'ds, etc \$500,000	2,500,000	80	Apr. and Oct.	London.	1896	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	102
Union Pacific (Central Div.):							1st Mortgage (Salem) guar.....	100,000	6	"	Philadelphia.	1878	....
1st Mortgage gold, tax free.....	1,600,000	60	May and Nov.	New York.	1895	....	1st Mort. (Bredesboro) guar.....	200,000	6	June & Dec.	Camden.	....	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-7-8	....	2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	95
Union Pacific, S. B. (M. & T.):							Consolidated Mortgage.....	1,000,000	7	"	"	1899	109
1st Mortgage gold, s&g fund.....	3,220,000	60	Jan. & July.	New York.	1899	....	West Wisconsin:						
Union & Titusville (O. C. & A. Riv.):							1st Mort. land gr., gold s&g fund	3,900,000	70	Jan. and July.	N.Y. or Lond.	1887	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	00	1st Mort. (Southern Extension).	640,000	70	"	"	1902	....
United N. J. R. R. & Canal Cos.:							White Water Valley:						
Loan of 1901 (United Company's)	3,000,000	60	March & Sept.	Philadelphia.	1901	06	1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
Sterling Loan \$300,200 (U. Co's)	1,844,000	50	"	London.	1894	....	Wico Mico and Pocomoke:						
Sterling Loan \$360,000 ( " )	1,900,000	60	"	"	1894	....	1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Loan of 1894 S&G Fund ( " )	2,000,000	60	Apr. and Oct.	Philadelphia.	1894	....	Williamston and Tarboro:						
Loan of 1888 (United Compas)	154,000	60	Feb. and Aug.	"	1888	96	1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
3ond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days	after demand.)	....	....	Wilmington, Colum. & Augusta:						
Sterling S. F. \$262,000 (C. & A.)	1,310,000	60	Feb. and Aug.	London.	1880	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	40
Loan of 1888 (Camden & Amb'y)	1,700,000	60	"	Philadelphia.	1883	102	Wilmington and Reading:						
Loan of 1889 ( " )	866,000	60	June & Dec.	Princeton.	1889	100	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	45
Mort. Loan ( " )	5,000,000	6	May and Nov.	Philadelphia.	1889	105	2d Mortgage coupon or regis.....	1,700,000	7	Jan. and July.	"	1902	10
Loan of '78 (N. J. R. R. & T. Co.)	450,000	60	Feb. and Aug.	New York.	1873	....	Wilmington and Weldon:						
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	Sterling Bonds.....	648,700	60	Jan. and July.	London.	1881	....
Utah Central:							Sterling Bonds.....	221,400	70	May and Nov.	"	1886	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Sinking Fund gold, Bonds.....	749,000	70	Jan. and July.	New York.	1896	104
Utah Southern:							Wilmington and Western (Del.):						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....	1st Mortgage.....	500,000	7	J. A. J. & G. Phil. & Wilm.	1892	....	
Utica and Black River:							Winona & St. Peter (C. & N. W.):						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1887	87
Bonds of 1871 (2d issue)	575,000	7	"	"	1891	....	2d Mortgage \$12,000 p. m.....	1,850,000	7	May and Nov.	"	1907	70
Utica, Ithaca and Elmira:							Extension mortgage bonds.....	4,875,000	70	June & Dec.	"	1906	....
1st Mortgage, Sterling.....	1,500,000	7	Jan. & July.	London.	1902	....	Wisconsin Central:						
Vermont Cent. - See Central Vt.							1st M. L. G. gold S. F. \$25,000pm	4,618,500	70	Jan. and July.	Boston.	1901	80
Vermont and Massachusetts:							Worcester (Md.):						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100	1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	Worcester and Nashua:						
Convertible bonds.....	150,000	7	"	"	1881	103	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Vicksburg and Meridian:							Plain Bonds.....	185,300	6	Various.	"	'81-'87	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893	107
General 2d series (blue).....	850,000	7	"	"	1890	....	CANAL BONDS.						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Chesapeake and Delaware:						
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	....	1st Mortgage sinking fund.....	1,908,750	6	Jan. and July.	Philadelphia.	1886	88
Special Loan 1871.....	213,000	8	Jan. and July.	"	1890	....	Chesapeake and Ohio:						
Vineland:							Sterling Loan guaranteed.....	4,375,000	50	J. A. J. & O.	London.	1890	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1886	116
Virginia & Tennessee (A. M. & O.):							Delaware Division (L. O. & N.):						
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	78	1st Mortgage guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	97
4th Mortgage.....	870,000	8	March & Sept.	"	1900	71	Delaware and Hudson:						
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	1st Mort. 1st series, Nov. 1, '87	1,500,000	7	May and Nov.	New York.	1877	165
Funded Interest.....	226,300	8	"	"	1880	....	regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1884	109
Income Mortgage (fundable).....	93,500	8	"	"	1866	....	tered. 3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	110
Wallkill Valley (Erie):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894	109
1st Mortgage gold, tax free.....	810,500	70	Apr. and Oct.	New York	1901	....	Registered bonds of 1874.....	2,000,000	7	"	"	1894	....
Warren (D. L. & W.):							Lehigh Coal and Navigation:						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	98
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	....	Convertible Bonds.....	41,550	6	"	"	1882	96
Warren & Franklin (O. C. & A. R.):							Convertible Loan, gold.....	794,000	60	March & Sept.	"	1894	106
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	87	1st Mortgage, registered.....	5,381,963	6	J. A. J. & O.	"	1884	103
Warwick Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,000,000	60	F. M. A. & N.	"	1897	103
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....	Mortgage (equip.) Loan, gold.....	4,692,500	60	June & Dec.	"	1897	104
Wasatch and Jordan Valley:							Consolidated Mortgage.....	1,068,000	7	"	"	1911	102
1st Mortgage.....	150,000	90	May and Nov.	New York.	1893	....	Greenwood Mortgage Loan.....	744,000	6	Feb. and Aug.	"	1892	99
Washington City, Va. Mid. & Gt. So.							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
1st Mort. (O., Alex. & Manassas)	1,450,000	7	Jan. and July.	Baltimore.	1882	84	Monongahela Navigation:						
2d Mort. ( " )	350,000	7	"	"	1891	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
1st Mort. Orange & Alexandria	400,000	6	May and Nov.	"	1873	80	Morris and Banking:						
2d Mort. ( " )	1,200,000	6	Jan. and July.	"	1875	80	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	99
3d Mort. ( " )	600,000	8	May and Nov.	"	1873	74	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	101
4th Mort. ( " )	700,000	8	March & Sept.	"	1880	66	Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
Funded Coupons (do.).....	722,664	....	"	"	....	....	Pennsylvania:						
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	1st Mortgage s&g fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	76
Virginia State Loan.....	249,962	7	Jan. and July.	"	'92-'93	....	1st Mortgage (Wy. Val. Can.).....	600,000	6	"	"	1878	....
Washington and Ohio:							Schuylkill Navigation (Ph. & Rdg.)						
1st Mort. (Alex., Lou. & Ham.)	47,000	7	May and Nov.	New York.	1898	....	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	81
1st Mortgage for \$9,000,000.....	255,560	70	Apr. and Oct.	"	1901	....	2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	....
Westchester and Philadelphia:							Improvement bonds.....	260,000	6	May and Nov.	"	1830	90
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	106	Boat and Car Loan.....	766,650	6	"	"	1913	79
Western North Carolina:							Boat and Car Loan.....	621,600	7	"	"	1916	94
1st Mortgage.....	855,000	8	Jan. and July.	"	1890	....	Coupon Bonds.....	1,200,900	6	Jan. and July.	"	1896	75
Western of Alabama:							Susquehanna and Tide Water:						
1st Mortgage (Western R.R.).....	600,000	8	Apr. and Oct.	New York.	1888	....	2d Mortgage (Maryland Loan).....	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	75
1st Mortgage (M. & W. Point R.R.)	750,000	8	"	"	1881	....	3d Mortgage (Susqueh. Canal)	1,311,000	6	"	"	1878	....
2d Mortgage (consols guar.).....	1,158,000	8	"	"	1900	....	Pref. Int. B'ds ( " )	324,310	6	"	"	1894	85
Income Mortgage.....	602,900	8	Various.	"	Var.	....	Union:						
Western Union Telegraph:							1st Mortgage.....	3,000,600	6	May and Nov.	Philadelphia.	1888	....
1st Mortgage.....	4,448,900	7	May and Nov.	New York.	1875	....	West Branch & Susque. (Penn.):						
Real Estate Bonds, Sink. Fund.	1,498,000	70	"	"	1902	....	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1814	....
Bonds (S. F.) Conv. till May '35	4,000,000	7	"	"	1900	102	2d Mortgage.....	298,000	6	"	"	1888	....
Sterling Bonds, Sinking Fund.....	1,080,000	60	March & Sept.	London	1900	....							



## RAILROAD SHARE LIST, INCLUDING MILEAGE, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

Notes: Asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (—) across the column signifies "nil," and running dots (—) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "s."

Years ending	Railroad.			Rolling Stock.			Property and Assets.			Accounts and Cash.			Liabilities.			Railroad Operated.			Operations.			Earnings.			Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.



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1920 1921 1922 1923 1924 1925 1926 1927 1928 1929 1930 1931 1932 1933 1934 1935 1936 1937 1938 1939 1940 1941 1942 1943 1944 1945 1946 1947 1948 1949 1950 1951 1952 1953 1954 1955 1956 1957 1958 1959 1960 1961 1962 1963 1964 1965 1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 2219 2220 2221 2222 2223 2224 2225 2226 2227 2228 2229 2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257 2258 2259 2260 2261 2262 2263 2264 2265 2266 2267 2268 2269 2270 2271 2272 2273 2274 2275 2276 2277 2278 2279 2280 2281 2282 2283 2284 2285 2286 2287 2288 2289 2290 2291 2292 2293 2294 2295 2296 2297 2298 2299 2300 2301 2302 2303 2304 2305 2306 2307 2308 2309 2310 2311 2312 2313 2314 2315 2316 2317 2318 2319 2320 2321 2322 2323 2324 2325 2326 2327 2328 2329 2330 2331 2332 2333 2334 2335 2336 2337 2338 2339 2340 2341 2342 2343 2344 2345 2346 2347 2348 2349 2350 2351 2352 2353 2354 2355 2356 2357 2358 2359 2360 2361 2362 2363 2364 2365 2366 2367 2368 2369 2370 2371 2372 2373 2374 2375 2376 2377 2378 2379 2380 2381 2382 2383 2384 2385 2386 2387 2388 2389 2390 2391 2392 2393 2394 2395 2396 2397 2398 2399 2400 2401 2402 2403 2404 2405 2406 2407 2408 2409 2410 2411 2412 2413 2414 2415 2416 2417 2418 2419 2420 2421 2422 2423 2424 2425 2426 2427 2428 2429 2430 2431 2432 2433 2434 2435 2436 2437 2438 2439 2440 2441 2442 2443 2444 2445 2446 2447 2448 2449 2450 2451 2452 2453 2454 2455 2456 2457 2458 2459 2460 2461 2462 2463 2464 2465 2466 2467 2468 2469 2470 2471 2472 2473 2474 2475 2476 2477 2478 2479 2480 2481 2482 2483 2484 2485 2486 2487 2488 2489 2490 2491 2492 2493 2494 2495 2496 2497 2498 2499 2500 2501 2502 2503 2504 2505 2506 2507 2508 2509 2510 2511 2512 2513 2514 2515 2516 2517 2518 2519 2520 2521 2522 2523 2524 2525 2526 2527 2528 2529 2530 2531 2532 2533 2534 2535 2536 2537 2538 2539 2540 2541 2542 2543 2544 2545 2546 2547 2548 2549 2550 2551 2552 2553 2554 2555 2556 2557 2558 2559 2560 2561 2562 2563 2564 2565 2566 2567 2568 2569 2570 2571 2572 2573 2574 2575 2576 2577 2578 2579 2580 2581 2582 2583 2584 2585 2586 2587 2588 2589 2590 2591 2592 2593 2594 2595 2596 2597 2598 2599 2600 2601 2602 2603 2604 2605 2606 2607 2608 2609 2610 2611 2612 2613 2614 2615 2616 2617 2618 2619 2620 2621 2622 2623 2624 2625 2626 2627 2628 2629 2630 2631 2632 2633 2634 2635 2636 2637 2638 2639 2640 2641 2642 2643 2644 2645 2646 2647 2648 2649 2650 2651 2652 2653 2654 2655 2656 2657 2658 2659 2660 2661 2662 2663 2664 2665 2666 2667 2668 2669 2670 2671 2672 2673 2674 2675 2676 2677 2678 2679 2680 2681 2682 2683 2684 2685 2686 2687 2688 2689 2690 2691 2692 2693 2694 2695 2696 2697 2698 2699 2700 2701 2702 2703 2704 2705 2706 2707 2708 2709 2710 2711 2712 2713 2714 2715 2716 2717 2718 2719 2720 2721 2722 2723 2724 2725 2726 2727 2728 2729 2730 2731 2732 2733 2734 2735 2736 2737 2738



## RAILROAD SHARE LIST, INCLUDING MILEAGE, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

(\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil" and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.																	
Property and Assets.			Liabilities.			Operations.											
Railroad.			Accounts and Cash.			Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.	
Rolling Stock.			Bonds.			M.		Number.		Tons.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
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Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Main Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Branch Line.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
2d Track and Sidings.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Railroad in progress.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Engines.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Car.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
Freight.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	
R. M. E.			Accounts and Cash.			M.		M.		M.		M.		M.		M.	



Dec. 31, 1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	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## PREFERRED &amp; GUARANTEED STOCKS

(Marked thus (\*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds			Market Price.
		Rate.	Paid.	P. c.	
<b>RAILROAD STOCKS:</b>					
Atlantic and Great Western, pref.	10,000,000	7	7	100	
Atlantic, Mississippi and Ohio, pref.	800,000	7	7	100	
Atlantic and Pacific, preferred	10,000,000	4	4	100	
Atlantic and St. Lawrence, * guar.	3,994,900	8	8	104	
Baltimore and Ohio, * preferred	4,348,489	8	8	104	
Berkshire, * guaranteed	600,000	5	5	100	
Blossburg and Corning, * guaranteed	250,000	5	5	100	
Boston, Concord and Montreal, pref.	900,000	7	7	100	
Buffalo, New York and Erie, * guar.	950,000	7	7	100	
Catawissa, * pref. and guar.	1,150,000	10	10	138	
Camden and Amboy, * guaranteed	6,847,800	7	7	103	
Camden and Atlantic, preferred	855,499	7	7	100	
Cayuga and Susquehanna, * guar.	589,110	9	9	100	
Cedar Rapids and Missouri River, preferred and * guaranteed	709,600	7	7	100	
Central of New Jersey, * guar.	20,060,000	10	10	97	
Central Ohio, * preferred	411,556	6	6	100	
Chemung, * guaranteed	350,000	6	6	100	
Cheshire, preferred	2,153,200	7	7	100	
Chicago and Alton, * preferred	2,426,400	10	10	110	
Chicago, Iowa & Nebraska, * guar.	3,916,300	8	8	116	
Chicago and North-Western, pref.	21,485,653	7	7	100	
Cine., Sand. and Cleveland, pref.	423,000	6	6	100	
Cleveland and Mahoning, * guar.	2,052,200	7	7	100	
Cleveland and Pittsburg, * guar.	11,236,150	7	7	96	
Cumberland Valley, 1st preferred	241,900	8	8	100	
" 2d preferred	243,000	8	8	100	
Dayton and Michigan, pref. & guar.	922,400	8	8	100	
Delaware, * guaranteed	1,350,950	6	6	100	
Detroit and Milwaukee pref. & guar.	2,517,140	6	6	100	
Dubuque and Sioux City, * guar.	6,000,000	3	3	70	
Dubuque South-Western, pref.	590,315	8	8	100	
Eastern (N. H.), * guaranteed	492,500	6	6	100	
Elmira, Jeff. and Canad. * guar.	500,000	5	5	100	
Elmira & Williamsport, pref. & guar.	500,000	7	7	83	
" com. & guar.	500,000	5	5	100	
Erie Railway, preferred	8,536,910	7	7	39	
Erie and Pittsburg, * guar.	2,000,000	7	7	100	
Evansville and Crawfordsville, pref.	100,000	7	7	25	
Harrisburg and St. Joseph, pref.	2,167,700	7	7	104	
Harrisburg and Lancaster, * guar.	1,182,550	7	7	104	
Houston, preferred	1,180,000	8	8	98	
Huntington & Broad Top Mtn, pref.	190,750	7	7	28	
Jeff. Mad. & Indianapolis, * guar.	2,000,000	7	7	98	
Joliet and Chicago, * guar.	1,500,000	7	7	98	
Joliet and Northern Indiana, * guar.	300,000	8	8	100	
Little Miami, Col. and Xenia, * guar.	6,394,450	8	8	100	
Louisv., Cincinnati and Lex. pref.	851,000	9	9	90	
Marietta and Cincinnati, 1st pref.	3,101,650	6	6	92	
" 2d pref.	4,436,250	6	6	92	
Mich. Southern, (Lake Shore) guar.	533,500	10	10	100	
Mill Creek, * guaranteed	823,375	10	10	100	
Milwaukee and St. Paul, preferred	12,274,483	7	7	65	
Mine Hill, * guaranteed	3,856,430	8	8	106	
Montclair, * guaranteed	2,000,000	7	7	100	
Morris and Essex, * guar.	15,000,000	7	7	100	
Nesquehoning Valley, * guar.	2,000,000	10	10	108	
Newark and New York, * guar.	1,000,000	7	7	100	
Newcastle and Beaver Valley * guar.	605,000	10	10	108	
New Jersey, * guaranteed	7,295,200	10	10	138	
New London Northern, * guar.	971,400	10	10	106	
New York & Harlem, * pref. & guar.	1,500,000	8	8	136	
" com. & guar.	8,500,000	8	8	138	
Niagara Br. & Canandaigua, * guar.	1,000,000	6	6	100	
Norfolk Eastern (S. C.), preferred	100,000	8	8	100	
Norfolk New Jersey, * guar.	2,323,400	10	10	122	
Norwich and Worcester, * guar.	3,077,000	7	7	31	
Ogdensburg & Lake Champlain, * guar.	2,000,000	8	8	86	
" pf. & guar.	4,030,000	7	7	40	
Ohio and Mississippi, preferred	1,144,400	9	9	90	
Oswego and Syracuse, * guar.	7,000,000	12	12	128	
Panama, guaranteed	680,000	8	8	84	
Patterson and Hudson, * guar.	342,000	6	6	100	
Pemberton and Hightstown, * guar.	1,200,000	8	8	100	
Peoria and Bureau Valley, * guar.	2,400,000	8	8	100	
Philadelphia and Erie, preferred	2,231,900	12	12	200	
Phila. Germantown & Norristown, * guar.	1,551,887	10	10	110	
Philadelphia and Reading, * pref.	1,259,100	10	10	125	
Philadelphia and Trenton, * guar.	22,214,285	7	7	102	
Pittsburg, Ft. Wayne & Chic., * guar.	1,450,000	5	5	86	
Pittsburg and North Adams, * guar.	1,500,000	10	10	58	
Portland, Saco & Portsmouth, * guar.	657,500	7	7	124	
Rockchester & Genesee Valley, * guar.	4,300,000	7	7	19	
Rutland, * preferred and guaranteed	2,468,400	7	7	19	
St. Louis, Alton & Terre Haute, * guar.	1,054,100	7	7	100	
St. Louis, Jacksonv. & Ch., pf. & guar.	15,000,000	5	5	28	
St. Louis, Kansas City & Nor., pref.	770,000	6	6	100	
Schenectady Valley, * guaranteed	839,450	6	6	100	
Shamokin V. & Pottsville, * guar.	1,700,000	7	7	100	
Toledo, Beoria & Warsaw, 1st pref.	1,000,000	7	7	100	
" 2d pref.	1,000,000	7	7	100	
Toledo, Wabash and Western, pref.	1,000,000	7	7	105	
Warren, * guaranteed	1,300,000	7	7	105	
<b>CANAL STOCKS:</b>					
Delaware Division, * guar.	1,633,350	8	8	100	
Delaware and Kenton, * guar.	5,347,500	10	10	100	
Morris preferred st. & * guaranteed	1,175,000	10	10	137	
" com. & * guar.	1,095,000	4	4	65	
Schenectady Navigation preferred	2,808,977	9	9	28	

## WHOLESALE PRICE CURRENT.

IRON--DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 cents per lb.; Pig, 3 1/2 cents per lb.; Polished Sheet, 3 cents per lb.; Galvanized, 4 1/2; Scrap Cast, 3 1/2; Scrap Wrought, 3 1/2 per ton. No Bar Iron to pay a less duty than 35 per cent. ad val.	
Pig, Scotch--Coltness.....per ton 22 -- @ 32 50	
Gartsherrie..... -- @ --	
Summerlee..... -- @ --	
Carnbroe..... -- @ --	
Langloan..... -- @ --	
Glenarnock..... -- @ 31	
Edginton..... 28 50 @ 29	
Pig, American, No. 1..... 22 -- @ 23	
Pig, American, No. 2..... 20 -- @ 21	
Pig, American, Forge..... 17 -- @ 20	
Bar, Refined, English and American..... -- @ --	
Bar, Swedes, assorted sizes.....(gold) 100 -- @ --	
Bar, Swedes, ordinary sizes..... 130 -- @ --	
Bar, Swedes, Plov sizes..... -- @ --	
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6 inch x 1 to 1 in..... 52 50 @ 55 --	
Bar Refined, 1 1/2 to 6 by 1/2 & 5-16 in..... 57 50 @ 60 --	
Bar Refined, 1 1/2 by 1/2 & 5-16 in..... 57 50 @ 60 --	
Large Rounds, 2 1/2 to 3 1/2 by 1/2 & 5-16 in..... 57 50 @ 60 --	
Scroll..... 57 50 @ 60 --	
Ovals and Half-round..... 57 50 @ 60 --	
Band, 1 to 6 in. by 3-16 to No. 12..... 57 50 @ 60 --	
Horse Shoe..... 57 50 @ 60 --	
Rods, 1 to 3 in. by 1/2 to 1 1/2 by 1/2 & 5-16 in..... 72 50 @ 121 50	
Hoop, 1 by No. 22 to 1 1/2 by 1/2 & 5-16 in..... 72 50 @ 121 50	
Nail Rod..... -- @ 74 --	
Sheet, Russia, as to assortment.....(gold) -- @ 4 --	
Sheet, Single, D. and T. Common..... -- @ 5 --	
Sheet, Doubles and Trebles, Charcoal..... -- @ 5 --	
Sheet Galvanized 1st and 2d quality.....List 20 @ 35 p. t. disc.	
Rails, English.....(gold) -- @ --	
Rails, American, at Works in Penna., c'y. 42 -- @ 45 --	
STEEL--DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad val. (Store Prices.)	
English, Cast, (2d and 1st quality).....per lb. -- 14 @ -- 16	
English Spring (2d and 1st quality)..... -- 6 @ -- 8	
English Blister (2d and 1st quality)..... -- 9 @ -- 14	
English Machinery..... -- 9 @ -- 104	
English German (2d and 1st quality)..... -- 10 @ -- 11	
American Blister..... -- @ --	
American, Cast, Tool..... -- @ 16	
American, Cast Spring..... -- @ 9	
American Machinery..... -- @ 10	
American German Spring..... -- @ --	
NAILS--DUTY: Cut, 1 1/2; Wrought, 2 1/2. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent; Yellow Metal and Zinc, 35 per cent. ad val.	
10d. to 60d. Com. Fence & Sheath per keg. 2 75 @ 2 85	
6d. and 9d. "..... 3 15 @ 3 20	
6d. and 9d. "..... 3 40 @ 3 45	
4d. and 5d. "..... 3 05 @ 3 70	
3d. and 4d. Light..... 3 40 @ 4 45	
3d. Fine..... 5 15 @ 5 20	
2d. "..... 5 90 @ 5 95	
Cut Spikes, all sizes..... 3 15 @ 3 20	
TIN--DUTY: Pig, Bars and Block, 7 1/2; Plate and Sheets and Terne Plates, 1 1-10 cents per pound.	
Blanca.....(gold) per lb. -- 21 @ --	
Straits.....(gold) -- 10 @ -- 10 1/2	
English, L. & F.....(gold) -- 10 @ -- 10 1/2	
English, Refined.....(gold) -- 17 @ -- 17 1/2	
Plates--Fair to good brands..... Gold.	
I. O. Charcoal.....per box. 7 -- @ 7 37 1/2	
I. O. Coke..... 6 -- @ 6 25	
Coke Terne..... 5 25 @ 5 75	
Charcoal Terne..... 5 62 @ 5 87 1/2	
PETROLEUM--DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40 @ 48 gravity (in bulk)..... -- @ 3 7-16	
Crude 40 @ 47 gravity (in shipping order)..... -- @ 3 11-16	
Refined, Standard White (in ship'g order)..... 14 @ -- 14 1/2	
Refined, S. W. (in jobbing lots)..... 17 @ -- 18	
Refined, S. W. (in tin)..... 18 @ -- 21	
Naptha, Refined (65 @ 73 gravity)..... 8 1/2 @ -- 8 1/2	
Residuum.....(in shipping order) per gall. 6 1/2 @ -- 7	
COPPER--DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.	
Copper, New Sheathing, (over 12 oz.) per lb. -- @ 31	
Copper, Bolts..... -- @ 32	
Copper, Braziers' (over 16 oz.)..... -- @ 32	
Copper, Nails..... -- @ 35	
Copper, Old Sheathing, &c., mixed lots..... 19 @ -- 21	
Copper, American Ingot Lake..... 22 1/2 @ -- 22 1/2	
Copper, English Pig..... -- @ --	
Yellow Metal, New Sheathing & bronze..... -- @ 21	
Yellow Metal, Bolts..... -- @ 23	
Yellow Metal, Nails, Sheathing & Slating..... -- @ 21	
LEAD--DUTY: Pig, 3 1/2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Spanish Ordinary.....(gold) per 100 lb. 6 1/2 @ --	
German Ordinary.....(gold) -- 6 1/2 @ --	
English.....(gold) -- @ 7 12 1/2	
Foreign Refined.....(gold) -- @ --	
Domestic.....(gold) 8 25 @ 8 30	
COAL--DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, 75 cts.; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Liverpool Gas Canal..... 10 -- @ --	
Liverpool House Canal..... 14 -- @ 16 --	
Anthracite (by cargo).....per ton of 2,000 lb. 5 -- @ 6 --	

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apr. 18.

W. 12 Th. 13 F. 14 Sat. 15 M. 17 Tu. 18.				
Allegheny Val. 7 3-10s.....	101 1/2	101 1/2	101 1/2	101 1/2
7s, Income.....	101 1/2	101 1/2	101 1/2	101 1/2
Camden & Am. 6s, 1888.....	102 1/2	102 1/2	102 1/2	102 1/2
6s, 1889.....	102 1/2	102 1/2	102 1/2	102 1/2
Mort. 6s, 1889.....	102 1/2	102 1/2	102 1/2	102 1/2
Camden and Atlantic.....	51	51	105 1/2	105 1/2
Preferred.....	52 1/2	52 1/2	52 1/2	52 1/2
1st mortgage.....	52 1/2	52 1/2	52 1/2	52 1/2
2d mortgage.....	52 1/2	52 1/2	52 1/2	52 1/2
Catawissa.....	45	45	45	45
Preferred.....	42 1/2	42 1/2	42 1/2	42 1/2
New preferred.....	41 1/2	41 1/2	41 1/2	41 1/2
7s, new.....	100 1/2	100 1/2	100 1/2	100 1/2
Del. & Bound Brook 7s, 1883.....	100 1/2	100 1/2	100 1/2	100 1/2
Elmira & Williamsport.....	100 1/2	100 1/2	100 1/2	100 1/2
Preferred.....	100 1/2	100 1/2	100 1/2	100 1/2
7s.....	100 1/2	100 1/2	100 1/2	100 1/2
Hunt. & B. Top Mt.....	100 1/2	100 1/2	100 1/2	100 1/2
Preferred.....	100 1/2	100 1/2	100 1/2	100 1/2
2d mortgage.....	100 1/2	100 1/2	100 1/2	100 1/2
Lehigh Navigation.....	49 1/2	49 1/2	49 1/2	49 1/2
6s, 1877.....	103	103	103	103
6s, 1884.....	104 1/2	104 1/2	104 1/2	104 1/2
Gold Loan.....	104 1/2	104 1/2	104 1/2	104 1/2
Railroad Loan.....	61 1/2	61 1/2	61 1/2	61 1/2
Conv. Gold Loan.....	60 1/2	60 1/2	60 1/2	60 1/2
Lehigh Valley.....	61 1/2	60 1/2	60 1/2	61
6s, new, coupon.....	107	107	107	107
6s, new, registered.....	107 1/2	107 1/2	107 1/2	107 1/2
7s.....	100 1/2	100 1/2	101	101
Consol. mort. 6s.....	100 1/2	100 1/2	100 1/2	100 1/2
Little Schuylkill.....	100 1/2	100 1/2	100 1/2	100 1/2
7s.....	100 1/2	100 1/2	100 1/2	100 1/2
Minehill & Sch. Haven. 53 1/2	53 1/2	53	53	53
North Pennsylvania.....	53 1/2	53 1/2	53 1/2	53 1/2
1st mortgage 6s.....	104 1/2	104 1/2	104 1/2	104 1/2
2d mortgage 7s.....	104 1/2	104 1/2	104 1/2	104 1/2
Chattel 10s.....	104 1/2	104 1/2	104 1/2	104 1/2
Gen'l mort. 7s, coup.....	104 1/2	104 1/2	104 1/2	104 1/2
Northern Central.....	104 1/2	104 1/2	104 1/2	104 1/2
Pennsylvania R. R.....	106 1/2	106 1/2	106 1/2	106 1/2
1st mortgage.....	106 1/2	106 1/2	106 1/2	106 1/2
Gen'l mortgage.....	106 1/2	106 1/2	106 1/2	106 1/2
Gen'l mort. reg.....	106 1/2	106 1/2	106 1/2	106 1/2
Consol. mort. 6s, 2d, reg.....	106 1/2	106 1/2	106 1/2	106 1/2
Penn. State 6s. 3d, ser.....	106 1/2	106 1/2	106 1/2	106 1/2
Penn. State 6s. 3d, ser.....	106 1/2	106 1/2	106 1/2	106 1/2
Philadelphia City, 6s.....	108 1/2	108 1/2	108 1/2	108 1/2
6s, new.....	108 1/2	108 1/2	108 1/2	108 1/2
Phila. and Reading.....	43 1/2	44 1/2	44 1/2	43
Debenture bonds.....	82	82	82	82
7s, of 1893.....	107 1/2	107 1/2	107 1/2	107 1/2
7s, new, convertible.....	100 1/2	100 1/2	100 1/2	100 1/2
Gen'l mortgage.....	107	107	107	107
Gen'l mortgage, reg.....	107	107	107	107
Philadelphia and Erie. 30 1/2	20 1/2	20	19 1/2	19 1/2
1st mortgage, 6s.....	98	98	97	96
2d mortgage, 7s.....	98	98	97	96
Pittsb., Cin. & St. L. 7s. 87	14	15 1/2	15 1/2	15 1/2
Pittsb., Titusv. & Buff. 14 1/2	14	15 1/2	15 1/2	15 1/2
Schuylkill Navigation.....	105	105	105	105
Preferred.....	105	105	105	105
6s, 1872.....	93	93	93	93
6s, 1876.....	93	93	93	93
6s, 1882.....	81	81	81	81
6s, 1896.....	138	138	138	138
United Co. of N. Jersey 138	138	138	138	138
Heatonville, (Horse).....	37 1/2	36 1/2	36 1/2	37
Chestnut & Wal. (do.).....	86	86	86	86
Germantown (do.).....	86	86	86	86
Green and Coates (do.).....	86	86	86	86
Lombard & 8th. (do.).....	86	86	86	86
2d and 3d streets (do.).....	86	86	86	86
Spruce and Pine (do.).....	86	86	86	86
18th and 16th sts. (do.).....	86	86	86	86
Union (do.).....	86	86	86	86



## New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
Adams Express.....	108 1/2	107 1/2	108	108 1/2		
Albany and Susq.....						
1st mortgage.....						
2d mortgage.....						
American Express.....	60 1/2	60 1/2	60	60 1/2		
Am. Dock and Imp. 7s.....			100 1/2	100 1/2		
Atlantic & Pacific pref.....	4					
Atlantic & Pacific Tel.....	17 1/2	17 1/2	18			
Bost. Hart. & Erie 1st.....						
Burl. C. R. & Minn. 1st.....						
Central of N. Jersey.....	90 1/2	100	99 1/2	100 1/2	97 1/2	
1st mortgage, new.....			113			
7s, consolidated.....	108 1/2	108 1/2				
7s, convertible.....	108	108				
Central Pacific 6s, gold 100 1/2	104 1/2	104 1/2	104 1/2	106		
1st M. (San Joaquin).....						
1st M. (Cal. and Or.).....						
Land grant 6s.....						
Chicago and Alton.....	103 1/2	103			102	
Preferred.....						
1st mortgage.....						
Sinking Fund.....						
Income bonds.....						
Chic. Burl. & Quincy 120			119	119	117 1/2	
7s Consol. 1903.....	111					
8s, 1893.....		113 1/2				
Chic. & Milwaukee 1st.....	40 1/2	40 1/2	39 1/2	39 1/2	39 1/2	
Chic. Mil. and St. Paul. 40 1/2	40 1/2	39 1/2	39 1/2	39 1/2	39 1/2	
Preferred.....	65 1/2	66	65 1/2	66 1/2	65 1/2	
1st mortgage, 8s.....		97 1/2				
2d mortgage, 7 3/4s.....						
7s, gold.....					100 1/2	
1st M. (La Crosse div.) 101 1/2	101 1/2	101 1/2			102	
1st M. (I. and M. div.).....						
1st M. (I. and D. div.).....						
1st M. (H. & D. div.).....						
1st M. (C. & M. div.).....						
Consolidated S. F. 8s.....	88			88 1/2		
Chic. & Northwestern 40 1/2	40 1/2	40 1/2	40 1/2	40 1/2		
Preferred.....	60 1/2	60	60 1/2	60 1/2	60 1/2	
1st mortgage.....	104 1/2		104			
Sinking Fund.....						
Consolidated 7s.....	103 1/2	103 1/2		103	103	
Consol. Gold bonds.....	92 1/2	92	92	92	91 1/2	
Do. reg.....						
Chic. Rock Isl. & Pac. 104 1/2	104 1/2	104	104	104 1/2		
7s, 1896.....						
Clev., Col. C. and Ind. 64		58 1/2		52 1/2		
1st mortgage.....	110 1/2			111		
Clev. & Pittsburg guar. 96 1/2	95 1/2		96 1/2			
7s, Consolidated.....						
4th mortgage.....	103 1/2					
Clev., P. and Ash. 7s.....						
7s, new.....						
Col. Chl. & Ind. Cent. 4 1/2	4 1/2	4 1/2	4 1/2			
1st mortgage.....	46	45	45 1/2		47	
2d mortgage.....						
Consol. Coal of Md.....	43 1/2				40 1/2	
Dal. & Hudson Canal 116	115 1/2	115	115	114 1/2		
Reg. 7s, 1891.....			110 1/2			
Reg. 7s, 1884.....	109 1/2				110	
7s, 1894.....					109	
Dal. Lack. & Western 114 1/2	114 1/2	114	113 1/2	113		
2d mortgage 7s.....						
7s, Convertible.....	114 1/2					
Det. Mon. & Tol. 1st.....					101 1/2	
Det. of Columbia 3-6s.....	69 1/2	69 1/2				
Erie Railway.....	15 1/2	15 1/2	16 1/2	15 1/2		
Preferred.....						
1st mortgage.....	101					
2d mortgage.....				101 1/2		
3d mortgage.....				122 1/2		
4th mortgage.....						
5th mortgage.....	103 1/2			103 1/2		
Great Western 1st mort.....						
2d mortgage.....						
Hannibal & St. Joseph, 16 1/2	16 1/2	16 1/2	16 1/2	16 1/2		
Preferred.....	24 1/2	25	24 1/2	25		
8s, Convertible.....	76 1/2	76 1/2	78	79		
Hudson River 2d mort.....						
Illinois Central.....	98 1/2	99	99	98 1/2		
Kansas Pacific.....	10					
Lake Shore & Mich. So. 56 1/2	56 1/2	56 1/2	56	56 1/2		
Consol. 7s.....						
Consol. 7s, reg.....	104 1/2					
2d Consolidated.....						
Lake Shore Div. bonds.....						
Leh. & W. B. 7s, Con. 94 1/2	95			95		
Long Dock bonds.....	107 1/2					
L'ville & Nash. 7s Cons.....	93	93	92 1/2	92 1/2		
Michigan Central.....	56 1/2	55 1/2	55	52 1/2		
7s, 1902.....	106		105 1/2			
7s, 1892.....						
M. S. and N. I. 1st, S. F.....						
2d mortgage.....						
Morris and Essex.....	106			105 1/2		
1st mortgage.....						
2d mortgage.....						
7s of 1871.....				107 1/2		
7s, Convertible.....						
7s, Consolidated.....	109			108 1/2		
N. Y. Cent. & Hud. Riv. 112	112	112 1/2	112	112 1/2		
7s, Sinking fund, 1876.....						
7s, Sinking fund, 1882.....						
7s, Sinking fund, 1887.....						
1st mortgage.....						
1st mortgage, reg.....						
N. York and Harlem.....	138			139	138 1/2	
Preferred.....						
1st mortgage.....						
1st mortgage, reg.....						

## New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
New Jersey.....						
N. Y. N. Haven & Hart. 158	157 1/2					
North Missouri 1st M. 96	96 1/2	96 1/2	96 1/2	95 1/2		
Ohio and Mississippi 16 1/2	17	17	17 1/2	17 1/2		
Preferred.....						
2d mortgage.....			71 1/2	70 1/2	69 1/2	
Consolidated 7s.....	88 1/2					
Consol. Sinking fund. 99						
1st M. (Springfield D.).....						
Pacific Mail S. S. Co. 17 1/2	19 1/2	19 1/2	19 1/2	19 1/2		
Pacific R. R. of Mo. 14 1/2	14 1/2	14 1/2	14 1/2	14 1/2		
1st mortgage.....			91	90		
2d mortgage.....						
Pacific 7s, guar. by Mo. 128 1/2	127 1/2	128				
Panama.....						
Pitts. Ft. W. & Chl. 1st 103	102 1/2	102 1/2	102			
1st mortgage.....			117 1/2			
2d mortgage.....			109 1/2			
3d mortgage.....						
Quicksilver Mining Co.....						
Preferred.....	22 1/2					
St. L., Alton and T. H.....						
Preferred.....						
1st mortgage.....	110					
2d mort. preferred.....						
Income bonds.....						
St. L., Iron Mt. & S'thern 20 1/2			21 1/2	19 1/2		
1st mortgage.....	101				100 1/2	
2d mortgage.....						
St. L., Jack. & Chl. 1st.....					102	102
St. L., Kan. City & N. 6						
Preferred.....	28 1/2					
Tol. P. & War. 1st E. D.....						
1st mort., West. Div.....					80	
Tol. Wab. & Western. 3			3 1/2	2 1/2	2 1/2	
Preferred.....						
1st mortgage.....			87			
2d mortgage.....			62 1/2	62	62 1/2	
7s, Consolidated.....			35			
St. Louis Division 65						
Union Pacific.....	64 1/2	64 1/2	64 1/2	64 1/2		
1st mortgage.....	104 1/2	104 1/2	104 1/2	103 1/2		
Land Grant 7s.....	100	99 1/2	98 1/2	99		
Sinking Fund 8s.....	91 1/2	91 1/2	90 1/2	90 1/2		
United States Express. 71 1/2	71 1/2	72 1/2	72 1/2	71 1/2		
Warren.....			56 1/2	56 1/2		
Wells-Fargo Express.....			56 1/2	56 1/2		
Western Pacific bonds.....			56 1/2	56 1/2		
Western Union Tel.....	65 1/2	66 1/2	67 1/2	67 1/2		
7s, S. F. conv., 1900.....				102		

## Boston Stock Exchange.

Actual Sale Prices for the week ending Apr. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19.
Atch., Top. and San. Fe.....			16 1/2			16 1/2
1st mortgage.....	81 1/2	81 1/2	81 1/2	82		
2d mortgage.....	45 1/2	45 1/2		46 1/2		
Land Grant 7s.....	75 1/2	75 1/2		76		
Income 12s.....					101 1/2	
Boston and Albany.....	135 1/2	135 1/2	135 1/2	135 1/2		
7s.....					135 1/2	
8s, 1895.....	113					
Boston and Lowell.....					65	
7s.....	106	106			106	
Boston and Maine.....	102 1/2	102 1/2	102 1/2	102 1/2		
Boston and Providence.....						
Boston, Hart. & Erie 7s.....	22	22 1/2	22 1/2	22 1/2		
Boston Water Power.....			10 1/2	11		
Burl. & Mo. R. in Iowa.....						
Land Grant 7s.....	109 1/2					
Burl. & Mo. R. in Neb.....	39					
8s, old.....		101 1/2	101 1/2			
Carthage and Burl. 8s.....						
Cary Improvement.....		2 1/2	2 1/2			
Chl. Burl. and Quincy.....	119 1/2	119 1/2	118 1/2	117 1/2		
7s.....			100	100 1/2		
Chn., Sand. and Clev.....	10 1/2			10 1/2		
Concord.....						
Connecticut River.....						
Eastern.....	12 1/2	12 1/2	12 1/2	11 1/2		
7s, Sinking Fund.....	56		54 1/2			
Fitchburg.....			123	122 1/2		
Ind., Ctn. & Lafayette.....						
Michigan Central.....	55	56	54 1/2	54		
Nashua and Lowell.....	85					
Northern, N. H.....		76				
Norwich and Worcester.....			122 1/2			
Ogden & Lake Champ.....		80				
Preferred.....						
Old Colony.....	167 1/2	167 1/2				
Ph. W. & Baltimore.....		62 1/2	62 1/2	62 1/2		
Portl'd, Saco & Ports.....						
Porta, Gt. Falls & Con.....						
Pullman Palace Car.....		83 1/2	84	84		
Union Pacific.....						
8s.....		102 1/2		102 1/2		
Land Grant 7s.....						
Sinking Fund 8s.....			90 1/2	90 1/2	90	
Vermont and Canada.....						
Vermont and Mass.....	103	103				
Worcester and Nashua.....						
Cambridge (Horse).....						
Metropolitan ( " ).....						
7s.....						
Middlesex.....						
Central Mining Co.....						
Calumet and Hecla.....						
Copper Falls.....						
Franklin.....		18 1/2		18 1/2		
Quincy.....	40 1/2	41				

## New York Stock Exchange.

Actual Sale Prices for the week ending Apr. 19.

Th.13.F.14.Sat.15.M.17.Tu.18.W.19.						
FEDERAL STOCKS:-						
U. S. 5s, 10-40s, reg.....	117 1/2	117 1/2	117	.....		
U. S. 5s, 10-40s, coup.....	118 1/2	118 1/2		.....		
U. S. 5s, 1881, reg.....	118 1/2	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
U. S. 5s, 1881, coup.....	118 1/2	118 1/2	117 1/2	117 1/2	117 1/2	117 1/2
U. S. 5s, 1881, reg.....	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2	121 1/2
U. S. 5s, 1881, coup.....	122 1/2	122 1/2	121 1/2	121 1/2	121 1/2	121 1/2
U. S. 5s, 5-20s, reg. 1865 115	.....	.....	.....	.....	.....	.....
U. S. 5s, 5-20s, c. 1866 118 1/2	.....	118 1/2	117 1/2	.....	.....	.....
U. S. 5s, 5-20s, c. n. 1866 119	.....	119	118 1/2	118 1/2	.....	.....
U. S. 5s, 5-20s, c. n. 1865 119 1/2	.....	118 1/2	118 1/2	118 1/2	118 1/2	118 1/2
U. S. 5s, 5-20s, reg. 1867 121 1/2	.....	121 1/2	120 1/2	.....	.....	.....
U. S. 5s, 5-20s, c. 1867 121 1/2	.....	121	120 1/2	120 1/2	120 1/2	120 1/2
U. S. 5s, 5-20s, reg. 1868 122 1/2	.....	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
U. S. 5s, 5-20s, c. 1868 122 1/2	.....	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
U. S. 5s, Pac. R.R. issue.....	.....	.....	.....	.....	.....	126 1/2



reached \$387,786,823, or a daily average of \$56,297,804. The customs revenue of the port during the week was \$2,050,000. The City banks reported their average of gold last week at \$19,400,800, and their greenback average at \$38,836,800. Their deposits stood at \$205,542,500. The loan item was \$258,297,900. The circulation was \$16,289,100.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$6,851,975, as against \$7,088,875, the preceding week.

The aggregate of the outstanding U. S. currency, of all denominations, April 1st was \$413,877,104. The outstanding amount of legal tender notes is \$370,755,248. The National bank circulation is now \$388,409,683, including \$2,099,190 of national gold bank notes.

On Tuesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$5,426,789; special deposit of legal tenders for the redemption of certificates of deposit, \$36,235,000; Coin, \$75,790,948; Coin certificates, \$29,913,400.

The week's import entries of Foreign Merchandise at New York were \$5,063,422, including \$1,659,593 of Dry Goods.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 90 millions; and from Customs, 122½ millions.

The specie exports from San Francisco Jan. 1, to March 31, were \$16,540,044.

Gold has been quoted steadier as to price, on a moderately active speculative movement. The customs demand was rather more extensive, while the specie exports were on a restricted scale. The extremes of the price during the week have been 112¾@113½ closing on Wednesday at 113½ as against 113½, on Wednesday of the preceding week. The specie outflow last week was \$353,320 against \$979,906 the previous week. The imports of specie at this port last week were \$22,269, and since January 1st \$1,469,907 as against \$5,271,227 same time last year. The customs demand for gold last week averaged \$341,667 per day. Foreign Exchange has been in moderate supply and demand, closing steady. Bankers sixty day bills on London closed on Wednesday at \$4 86½@4 87; sight bills on London at \$4 89½@4 90 to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$5,069,395. The week's imports of Dry Goods and general merchandise were to the specie value of \$5,063,422 as against \$6,117,177 the corresponding week of 1875.

Government Securities have been in fair demand, on investment account, but have been quoted rather easier in price, in the instance of gold-bearing issues. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$351,508,450.

U. S. sixes of 1881 closed on Wednesday of this week at 121¼@122; U. S. Five-Twenties of 1865, 117¾@117½; U. S. Five-Twenties of 1866, consolidated, 118½@118¾; U. S. Five-Twenties of 1867, 120¾@120½; U. S. Five-Twenties of 1868, 122@122½; U. S. Ten-Forties at 117¾@118½; U. S. Fives of 1881, (Funding Loan) 117¾@118½.

@118; Six per cent. currency Sixes, 126¼@126½.

State and Railway bonds have been rather more freely sought after by investment buyers at generally steady prices. And in the line of Railway and Miscellaneous share property a somewhat livelier movement has been reported at variable prices, closing with more firmness.

General business has been moderately active in the line of domestic produce, but, as a rule, less satisfactory in the line of foreign merchandise. Prices have fluctuated considerably, but the later transactions in the leading articles indicated more steadiness. The Metal trade was comparatively slow. Eglinton Pig Iron quoted here at \$28 50@29; Glengarnock \$31; Coltness \$32; No. 1 American Pig at \$22@23; No. 2 do. at \$20@21; Forge, \$17@20; American Rails at works, \$42@45; Old Rails \$22@25. Wrought Scrap, \$30@31. Ocean freights have been somewhat brisker but quoted lower. Room mainly sought after for the Grain, Provision, and Petroleum interests.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Southern R. R., 1¼; do. 1st mort., 27; Iowa Midland 8s, 1st mort., 97; Cedar Falls and Minnesota 1st mort., 86½; Buffalo, New York and Erie 1st mort., 93; Boston, Hartford and Erie 7s, guar., 26; Chesapeake and Ohio 1st mort., coupon on, 32; Hannibal and Naples 1st mort., 35; Delaware and Hudson Canal reg. 7s, 1877, 105; Canada Southern 1st mort., coupon on, 65; Albany and Susq. 3d mort., 102½; Dubuque and Sioux City R. R., 70; Missouri, Kansas and Texas R. R., 11; Terre Haute and Indianapolis R. R., 120; Union Mining Co., 1½; Canton Co., 37½; Missouri 6s, long bonds, 104½; do. 6s, Asssum, 104; do. 6s, 1877, 102; do. 1878, 103½; New York State 7s, Bounty Loan, reg., 104½; Tennessee 6s, old, 48; do. new, 41½; do. new series, 41¼; North Carolina 6s, old, Jan. and July, 16; do. Fund Act, 1866, 11; Virginia 6s, consol., 2d series, 49; Georgia 7s, 107½; do. 7s, gold bonds, 105¼; do. 7s, endorsed, 102½; South Carolina 6s, new, non fund., 4; Brooklyn 6s, Water Loan, 106. The latest quotations are: Pacific Mail, 19¾@19¾; Western Union Telegraph, 66½@67½; Atlantic and Pacific Tel., 17@18; Quicksilver Mining, 17@18; do. pref., 23@23½; Mariposa Land and Mining, 7@11; do. pref., 7½@11; Adams Exp., 108@108½; American Exp., 60@61; U. S. Express, 71@72; Wells-Fargo Express, 86@87; Chicago and Alton, 101½@103; Cleveland and Pittsburg, 95½@96; Chicago and Northwestern, 40½@40¾; do. pref., 59½@60; Chicago Rock Island and Pacific, 104¾@104½; Chicago, Milwaukee and St. Paul, 39¾@39¾; do. pref., 65½@65¾; Cleveland, Columbus, Cincinnati and Indianapolis, 52@53; Columbus, Chicago and Indiana Central, 4¼@4½; Delaware, Lackawanna and Western, 113@113½; Erie, 15¼@15½; Hannibal and St. Joseph, 16¼@17; do. pref., 24½@25; Lake Shore and Michigan Southern, 55¾@55½; Michigan Central, 52@52½; New York and Harlem, 137@138; N. Y. Central and Hudson River, 112¾@113; Central of New Jersey 100@100½; Ohio and Miss., 17@17½; Panama, 127¼@130; Toledo, Wabash

and Western, 2¼@2½; Pacific R. R. of Mo., 14¼@14½; Union Pacific, 64¼@65; do. 1st mort., 103¾@103¾; do. 7s, land grant, 98¼@99; do. sinking fund 8s, 90@90½; Central Pacific 6s, gold, 106@106½.

Philadelphia.—Allegheny Valley R. R. 7s, 97; Belvidere Delaware 2d mort., 99; do. 3d mort., 96; Am. S. S. Co. 6s, 84; West Jersey R. R., 6s, 102; West Chester and Philadelphia R. R., 7s, 106; Philadelphia and Reading 6s, 1880, 104; Pennsylvania Canal 6s, 76; Pennsylvania and New York Canal 7s, 109¾; Northern Pacific 7.30s, 17; Oil Creek 1st mort. 7s, 87; Warren and Franklin 7s, 88; Delaware and Bound Brook 7s, 103; Shamokin Valley and Pottsville 7s, 101¾; Connecting R. R. 6s, 100; Philadelphia, Germantown and Norristown R. R., 100; Morris Canal pref., 137¾; Fifth and Sixth Streets R. R., 73; Pittsburgh, Titusville and Buffalo (late Oil Creek) R. R., 137½; Empire Transp., Co., 52¼; Central Transp. Co., 47½; Pittsburg, City 7s, 106½; Cincinnati 7.30s, 106. The latest quotations are: City 6s, 104@104¼; do. free of tax, 108@108¼; Pennsylvania State 6s, 2d series, 103¼@104; do. 3d; series, 112¼@114; Philadelphia and Reading, 44¾@45; do. Gen'l mort. 7s, comp., 106¾@107¼; do. reg., 108@108¾; do. mort. 6s, 1880, 103¾@104¼; do. 7s, new conv., 100¾@100¾; do. 7s, 1893, 107½@108; United New Jersey R. R. and Canal Co., 137½@138; Camden and Amboy mort. 6s, 1889, 105¼@105¾; Pennsylvania R. R., 55¾@55½; do. 1st mort., 104¼@105¼; do. general mort. coupon, 105@105; do. reg., 105¼@105½; Little Schuylkill R. R., 50½@50¾; Morris Canal, 54½@—; do. pref., 137@138; do. 6s, 100@—; Susq. Canal, 8@9; do. 6s, 72@74; Schuylkill Nav., 6@8; do. pref. 14@15; do. 6s, 1882, 80¾@81¼; do. 1872, 92¾@93¼; do. 6s, Imp., 89@—; Elmira and Williamsport pref., 40@—; do. 7s, 102@104; do. 5s, 62½@—; Lehigh Coal and Navigation, 48¾@49; do. 6s, 1884, 102¾@103; do. R. R. Loan 104@105; do. Gold Loan, 104@104½; North Pennsylvania, 52@53; do. 6s, 105@—; do. 7s, 108@109; do. Gen'l mort. 7s, 106½@—; do. chattel 10s, 102@103; Philadelphia and Erie 19½@19¾; do. 6s, 100@101; do. 7s, 95@96¼; Minehill, 52¾@53; Catawissa, 16½@17; do. pref., 44@45; do. new pref., 41¼@41¾; do. 7s, 1900, 106@107; Lehigh Valley, 61@61½; do. 6s, new coupon, 106@107; do. reg., 107@108; do. 7s, 110¼@110¾; do. consol. mort., 100¼@101; Fifth and Sixth streets (horse), 72@76; Second and Third, 85@87; Thirteenth and Fifteenth, 42@45; Spruce and Pine, 41@44; Green and Coates, 64@65; Chestnut and Walnut, 107½@111; Hestonville, 36¾@36¾; Germantown, 80@87; Union, 100@—; Lombard and South, 30@33; Ridge Avenue, 66@74; Tenth and Eleventh, —@135.

Boston.—Vermont and Canada Equipment 8s, 60; Atchison, Topeka and Santa Fe R. R., notes, 45; Rutland Equipment 8s, 1880, 58½; Cheshire R. R. 6s, 1880, 100½; Vermont Central and Vermont and Canada 8s, 1889, 58; Eastern 7s, 1882, 55; Lamoille Valley, Montpelier, etc., 1st mort. 6s, 66; Michigan Central 8s, 1890, Air Line, 94½; Old Colony 7s, 1894, 111; Summit Branch, 33; Chicago, Iowa and Nebraska R. R., 115; Union Horse R., 119; New Bedford R. R., 107½; South Boston Horse R. R., 58½; Rutland

pref., 12½; Boston Land Co., 7½; Quincy Railroad Bridge Co., 112; Waverly Land Co., 20c.; Brookline Land Co., 5; New Hampshire 6s, 109½; Boston 5s, 1882, gold, 110½; do. 1887, 110½; Toledo 7s, 1877, 101½; do. 1878, 102½; do. 8s, 1888, 110½; Bath 6s, 1893, 108½; Portland 6s, 1897@1907, 100½; Somerville 7s, 1879, ind., 105½; Springfield 7s, 1903, 115; Cincinnati 6s, 1882, 100½; Duncan Silver Mining Co., 1½.

Baltimore.—Virginia and Tennessee 8s, 71; Richmond and Danville 1st mort., 74½; Wilmington and Weldon 7s, 104; Sandusky, Mansfield and Newark 7s, 101½; Wilmington, Columbia and Augusta 7s, 40; Maryland Defense 6s, 115; Baltimore City 6s, 1875, 102½; do. 1886, 110½; do. 1890, 109; do. 1902, 110½; do. 6s, exempt, 112; Cincinnati 7.30s, 106¾; Atlantic Coal, 2.05. The latest quotations are: Sandusky, Mansfield and Newark, 13@—; do. 7s, 101½@—; Wilmington and Weldon 7s, 103@104; Wilmington, Columbia and Augusta 7s, 38@40; Richmond and Danville 1st mort., 74@75; South Side 1st mort., 75@84½; do. 2d mort., 55@55½; do. 3d mort., 30@40; Pittsburg and Connellsville 7s, 1898, 103½@104½; Baltimore and Ohio, 170@172; do. pref., 104@108; do. 2d pref., 104@107; do. 6s, 1880, 103¾@—; do. 1885, 104¼@105; Washington Branch, —@160; Northern Central, 85½@86½; do. 6s, 1877, 100@—; do. 6s, 1885, 103½@—; do. 6s, 1900, 100½@100½; do. 6s, 1900, gold, 102½@102½; N. W. Va. 3d mort., 1885, 100@105; Marietta and Cincinnati 1st mort. 7s, 1892, 107¼@107¾; do. 2d mort. 7s, 99¼@99½; do. 3d mort. 8s, 75@76; Central Ohio, —@41; do. pref., 41@43; do. 1st mort. 100¼@100¾; Western Maryland, —@6; do. 1st mort. 6s, 1890, 90@91; do. 1st mort. guar., 104@105; do. 2d mort. guar., 104½@105; do. 3d mort. guar., 104@105; do. 2d mort. pref., 93@—; do. 2d mort. guar. by Washington Co., 100@—; Virginia and Tennessee 2d mort. 6s, 70@71; do. 3d mort. 8s, 71@71½; Orange and Alexandria 1st mort. 6s, 85@91; do. 2d mort. 6s, 75@77; do. 3d mort. 8s, 64@74; do. 4th mort. 8s, 56@57; Orange, Alex. and Manassas 7s, 84¾@84¾; Baltimore 6s, 1875, 102¼@102¾; do. 1884, 109@—; do. 1886, 110@110½; do. 1890, 109@109½; do. 1900, 109@110; do. 1902, 109@—; do. 6s, exempt, 110@112; do. 5s, 90@92; Memphis City 6s, —@40; Maryland Defense 6s, 1883, 110@115; do. 6s, 1890, 108@—; do. 6s, exempt, 110@—; do. 5s, 90@—; Virginia coupon 6s, old, 30@40; do. new, 37@40; do. consol. 6s, 67½@68½; do. 2d series, —@42; Virginia coupons, 88@90; West Virginia def. certifi., 9@9½; City Passenger R. R., 29½@30; George's Creek Coal, 140@145; Atlantic Coal, 2.05@2.10; Canton Co., 37@45.

#### Railroad Legislation in Kansas.

The railroad committee of the lower house of the Legislature of Kansas has reported against bills designed to regulate the rates of carrying freight and passengers on the railroads of that State. The committee sums up its conclusions thus:

"That any attempt to fix by law arbitrary rates for the transportation of freights would result in no appreciable good, and only injury to the commercial and business interests of the State. The fixing of arbitrary rates and their enforcement by law would in effect be to prevent the removal of the wheat, corn and cattle of Kansas to the mar-

kets in the East—the freight rates increasing by distance from the Missouri river and the eastern border of the State, so as to greatly increase the costs of transportation above what our products can pay. The effect of the proposed legislation would be such that it would greatly cripple and embarrass the railroads now operating in this State, and defeat the building of new and needed lines that are so necessary in the newer portions of the State, where the demand for them is so great, and their building almost an absolute necessity."

#### New Uses for Slag.

A new French process for the treatment of slag reduces it to a fine state of division, in which it becomes capable of a great variety of uses. The channel through which the molten slag flows from the furnace is made to terminate in a running stream of water leading into a pit. On striking the water the lava stream of slag is blown and broken into a fine porous gravel, which is carried by the water into the pit. The iron grains sink to the bottom by their weight, leaving nothing but the gravel or sand to be carried to the pit. The slag sand thus gathered is found to make an excellent casting sand, and to be better than common sand for sanding the moulds for fine castings. It is also used for making a concrete like mortar, and for ballasting railroad tracks. A large manufactory has been built at one of the leading German works for preparing a cement from slag at very low cost.

At an informal meeting of the stockholders of the Toledo, Wabash and Western Railway Company, held on the 13th inst., the following gentlemen were appointed a committee to aid the Protective Committee in procuring a full representation of the stock at the special meeting to be held at Toledo on the 31st of May next, viz: W. J. Syms, John S. Tappan, W. R. Hunter, W. B. Cragin, P. Natman, Charles Dana, W. B. Scott, Robert N. Tappan, Charles Kneeland, J. R. Powell.

Capt. A. W. Eichelberger, of Hanover, York Co., Penn., has been elected President, A. W. Storm Secretary, and Jacob Resser Treasurer, of the Berlin Branch Railroad Company. The directors are: A. W. Eichelberger, William Grumbine, Jos. Dellone, Peter Flickinger, Stephen Keefer, Robert M. Wirt, Hanover; Samuel Meis enhelter, Jacob Resser, A. W. Storm, East Berlin; and William Blittinger, Abbottstown. The road is to be located and put under contract immediately.

The Gilman, Clinton and Springfield Railroad has been ordered to be sold at Springfield, Ills., on the 8th of June, under decree of foreclosure granted by Judge Treat in the U. S. Court, at the suit of Morton, Bliss & Co., of this city.

Henry Ketchum has been elected President, D. M. Kelly Vice President and General Manager, W. J. Abrams Secretary, W. R. Hancock Treasurer, and S. B. Kendrick Superintendent of the Green Bay and Minnesota R. R. Co.

J. J. Usher has been elected President, O. E. Larnard Vice President, John V. A. Norton Secretary, and John K. Parker Treasurer of the St. Louis, Lawrence and Western Railroad Co.

Navigation on the Delaware and Hudson Canal was opened on the 17th inst.

## Forster, Ludlow & Co., BANKERS,

7 Wall Street, New York,  
P. O. Box, 120.

FRANCIS B. FORSTER, New York, AND  
B. C. LUDLOW, Austin, Texas.  
GEO. B. ZIMPELMAN, )  
Austin, Texas.

Dealers in Texas State, County, Municipal and Railroad Bonds.

## Burlington, Cedar Rapids & Minnesota Bondholders.

For plan of reorganization apply, stating class of Bonds held (whether Main Line, Milwaukee, Muscatine, or Pacific Division), to FRED. TAYLOR, Chairman Bondholders' Committee, 476 Broome St., New York. Immediate action is advisable.

## Martin Lewis,

Room 3, 43 PINE ST., N. Y.

DEALER IN  
Securities of Solvent and Defaulted Railroad Companies, also State, City and County Bonds.

#### TIME LOANS NEGOTIATED.

Refers by permission to Messrs. M. K. Jesup, Paton & Co., New York; Messrs. Soutter & Co., New York; Jon. S. Norris, Esq., President First National Bank, Baltimore; Robert Mickie, Esq., Cashier Union National Bank, Baltimore.

#### Wharton Railroad Switch.

This valuable improvement by which the safety of railroad travel is greatly increased, is steadily growing in favor with railroad companies. This is evidenced by the fact that the company have not only been kept busy filling orders during the past depression in railroad business, but have recently been obliged to make an addition to their works in order to keep up with the demand upon them.

The Stockton (Cal.) Independent says that the Galt and Ione Railroad has a prospect of completion to Ione City by the 1st of July. Ten miles of grading has been finished, and a number of ties have been delivered at Galt, but no iron has as yet been furnished and consequently no track has been laid.

Mr. C. P. Huntington, president of the Southern Pacific Railroad Co., has concluded a contract with the Tredegar Company, Richmond, Va., for the necessary rail and trimmings for one hundred and twenty five miles of that road.

The Columbia (Penn.) and Port Deposit (Md.) Railroad was opened for travel and freight as far as Peques Station, 14 miles from Columbia, on the 10th inst.

The railroad from Duluth to Bismarck, on the Missouri river was completed recently and is now in running order.

John H. Sullivan has been appointed Superintendent of the Missouri and Sedalia Division of the Missouri, Kansas and Texas Railway.

The St. Croix (N. B.) Courier says that work on the Grand Southern Railroad will be begun by the 1st of May.

The Welland Canal was opened on Monday, the 17th instant.



**Steel-Headed Rails.**

Iron manufacturers will be interested in the results of some experiments recently made at the Wyandotte Rolling Mills, near Detroit. Railroad rails were made of iron base and Bessemer steel-head, so successfully welded that the most trying tests failed to show even the points of the juncture of the two metals. The same experiments showed the welded rail to be even better than the solid steel. Each was submitted to sixty blows by a twenty-ton hammer. The Bessemer rail was completely shattered, cracked through and through in every direction; the welded rail, though mashed down and twisted in the neck, showed no sign of a fracture in any part. The Detroit Post, from which the above is copied, says this hitherto difficult if not impracticable feat, was accomplished by a peculiar metalloidal sponge or flux in the following manner:

The pile is made up as for the ordinary iron rail—for the head scraps of steel, hitherto not utilized at all, are spread of the desired thickness, and upon this is laid a plate of steel. The flux, in the shape of a hard substance about the size of a kernel of corn, is scattered through and over the pile, which is then placed in the oven; when properly heated, it is drawn and rolled in the ordinary manner. It is found to be a perfectly homogeneous mass; the fibrous iron and the crystalline steel have their particles so interwoven, that it is a physical impossibility to separate one from the other. Breaking or twisting does not produce a separation at the point of the juncture. The wonderful work of uniting iron and steel, so mechanically different, in one homogeneous mass is accomplished by the peculiar flux, composed of 55 parts iron, 20 parts silicon and 25 parts aluminum. The chemical action of these substances is explained to be as follows: The silicon takes up the alkaline matter, while the aluminum eliminates the free oxygen, phosphorus and sulphur, thus making a uniform, consistent, close-grained metal.

**Proposed Narrow Gauge Railroad from Boston to Newton.**

A number of persons interested in the project of a narrow gauge railroad to Newton to accommodate passenger traffic between Boston and that suburban city, held a meeting at the Board of Trade rooms, Boston, on the 11th inst., W. C. Strong presiding. That gentleman, in addressing the assemblage, said that while the project was advocated by persons owning property in the outlying highways it was one which deeply concerned Boston. At present the city was limited to one road, the Boston and Albany, in getting to the country westward, and that road was inadequate to the needs of the time. Its trains are expensive ones and no more can be run, and the horse cars are too slow for business men. He believed that it was opportune to now build a cheaply operated road, such as is suggested, which should follow the Cambridge bank of the Charles river down to the city, across to Boston, and find a terminal on Charles street, near Beacon. Eventually this road could tunnel under Beacon Hill and have its depot on Tremont street. It was not only desirable and feasible, but would not be expensive.

Remarks were made by several, and finally it was voted expedient to construct a three feet gauge road from Cottage Farm to Chestnut street, Newton, within the present year, and in the meantime to obtain plans for the best independent entrance in Boston.

Wm. C. Strong, E. F. Waters, Francis Hunnewell, E. B. Lancaster and Edward Rice were requested to decide on a location for the road, and employ an engineer to ascertain an estimated cost

of the same, and report on or before the first of May.

A committee of five was also appointed to procure estimates for the entire length of road, equipment, etc., and also take preliminary steps for an organization.

**The Five per cent Funded Loan of 1881.**

TREASURY DEPARTMENT,  
WASHINGTON, D. C. April 17, 1876.

Under the provisions of an act of Congress approved April 11, 1876, to enable the Secretary of the Treasury to pay the judgments of the Commissioners of Alabama Claims, notice is hereby given that sealed proposals will be received at the Treasury Department until 12 o'clock noon on the 24th inst., and opened immediately thereafter for the sale of five per cent. coupon or registered bonds of the funded loan of 1881, authorized by the acts of July 14, 1870, and Jan. 20, 1871, bearing interest payable quarterly from May 1, 1876, in lots of not less than one half million dollars to the total amount, \$5,883,000. These bonds will be sold for gold, and payment therefor must be made within three days after the acceptance by the department of the bid. Each bid must be accompanied by a gold deposit of two per cent. of the amount thereof, and no bid at less than par in coin will be considered. Payment may be made at the office of the Assistant Treasurer of the United States in New York, and the bonds will be delivered at the Treasury in Washington, or, if preferred at the office of the Assistant Treasurer in New York at the expense of the purchaser.

The department reserves the right to reject proposals that are not deemed advantageous to the Government. Proposals should be marked "sealed proposals for loan," and addressed to the Secretary of the Treasury, Washington, D. C.

B. H. Baisrow, Secretary.

The largest armor plate ever made was produced at the Cyclops Works of Messrs. Charles Campell & Co., in Sheffield, England, on the 15th ult. The thickest made previously was fourteen inches, but the plate made on the 15th was twenty-two inches thick. It is one of several intended for two war vessels, now constructing for the Italian Government. The plate, which weighs thirty-five tons, will be tested by a 100 ton gun. Each vessel will have two turrets, and each turret two guns. The plate was very successfully rolled.

The exports of domestic produce from Philadelphia during March, 1876, amounted to \$3,672,363, an increase of one third compared with the exports of March, 1875. For the three months ending March 31, 1876, they were \$10,557,644, against \$5,652,949 for the first three months of 1875, an increase of \$4,904,695. The port has thus nearly doubled its exports as compared with the same period of last year, the aggregate of ten and a half millions being far above any preceding one of the same period.

The United States Supreme Court has reversed the decision of the lower courts in the Illinois railroad cases and holds that the railroad's remedy for alleged excessive or illegal taxation is not by injunction, but only by suits at law after paying the taxes.

The officers of the Wisconsin and Lake Superior Railway Company, recently elected, are: President, O. Beach; Vice President, G. W. Washburn; Treasurer, G. W. Roe; Secretary, T. S. Allen.

**Railroad Earnings.**

The earnings of the Canada Southern Railroad for the first week in April, 1876, were \$38,276 57, against \$25,394 14 for the first week in April, 1875, an increase of \$12,882 43.

The earnings of the Missouri, Kansas and Texas Railroad for the first week in April, 1876, were \$45,924 32, against \$54,546 16 for the first week in April, 1875, a decrease of \$8,621 84.

The earnings of the Michigan Central Railroad for the first week in April, 1876, were \$135,099 27, against \$131,002 99 for the first week in April, 1875, an increase of \$4,096 28.

The earnings of the Pacific Railroad of Missouri for the first week in April, 1876, were \$62,608, against \$63,367 for the first week in April, 1875, a decrease of \$759. From January 1, to April 1, 1876, the earnings were \$900,223, against \$697,609 for the first three months of 1875, an increase of \$202,614.

The earnings of the St. Louis, Kansas City and Northern Railroad for the first two weeks in April, 1876, were \$115,275, against \$114,796 for the first two weeks in April, 1875, an increase of \$479.

The earnings of the Chicago, Milwaukee and St. Paul Railway for the second week in April, 1876, were \$135,000, against \$132,688 for the second week in April, 1875, an increase of \$2,312. For the two weeks ending April 14, 1876, the earnings were \$292,200, against \$282,680 for the first two weeks in April, 1875, an increase of \$9,520. From January 1, to April 14, 1876, the earnings were \$1,904,501, against \$1,574,820 for the corresponding period of the previous year, an increase of \$329,681.

The New Bedford Railroad Company have appointed a committee to confer with a committee to be appointed by the Boston, Clinton and Fitchburg Railroad Company upon the subject of a permanent consolidation of the two roads. They are expected to agree upon a plan of consolidation to be reported to the directors and stockholders of the respective roads for their approval. When the union is perfected the consolidated company will control 127 miles of railroad, costing an average of \$42,000 a mile, and the gross yearly earnings of which are between \$8,000 and \$9,000 a mile.

It is stated that the work of laying the double track on the Pittsburg division of the Baltimore and Ohio Railroad will be commenced as soon as the season fairly opens. A very considerable amount of the grading has already been done, and in some places the sidings have been extended for long distances. The work will, accordingly, consist merely of putting on the superstructure, and it will be pushed forward with all the speed possible. The present single line is now taxed to its full capacity.

The location of the Puyallup (Oregon) Railroad having been completed from Tacoma to South Prairie, the engineer is now engaged in making preliminary surveys from the latter place to the Puyallup coal fields. The whole length of the road will be 25 miles.

One hundred and seventy thousand dollars was paid on account of interest on the \$65 District of Columbia bonds on the 18th inst.

**Toledo, Wabash and Western Railway.**

A meeting of the stockholders of the Toledo, Wabash and Western Railway Company is called to be held in Toledo, Ohio, on the 31st of May, for the purpose of considering the financial condition of the company, and to see if anything can be done to prevent the sale of the road under foreclosure. General J. D. Cox, receiver, has been appointed special master commissioner to sell the road, and gives notice that, under decrees of foreclosure of the consolidated mortgage, and orders of sale issued by the courts in Ohio, Indiana and Illinois, he will offer the road at public sale in Toledo, Ohio, June 10th. The sale will include the road and its branches extending from Toledo to Camp Point, Hamilton, Naples, and East St. Louis, Illinois, 601 miles in all, with the buildings, franchises, equipment, and all other property pertaining to it. The property will be sold as a unit and subject to all the liens prior to the consolidated mortgage and enumerated in the decree. The minimum price allowed is \$1,000,000, payable in cash or in consolidated bonds, to be taken at their *pro rata* value, to be fixed by the court. The sale is to be without redemption, but subject to confirmation by the courts.

**New York State Canals.**

At a meeting of the Board of Canal Commissioners held in Albany on the 13th inst., it was resolved to open the canals of the State for navigation on Thursday, the 4th day of May next. This is an early opening, but the forwardness of the season and other controlling circumstances warrant it. The canals are reported to be in excellent condition. In fact, it may be said that they were never in better order, and unless some unforeseen disasters occur, the determination is to keep them so. It is practically settled that the toll sheet of 1875 will be continued for 1876, so that forwarders and boatmen can commence preparations for the Summer's business.

At a meeting of the directors of the Valley (Va.) Railroad Company, held in Baltimore on the 14th inst., a resolution was adopted appointing a committee, consisting of Wm. Seemiller, Richard Norris, Jr., and M. G. Harmon, authorizing them to lease the road, and giving them full power to do so as soon as possible, and to report at a meeting of the directors, to be held on the 25th instant. A resolution was also adopted directing the president to ascertain what would be the cost of a proper equipment for the road, and also to ascertain upon what terms an equipment could be leased, and report at the next meeting of the directors.

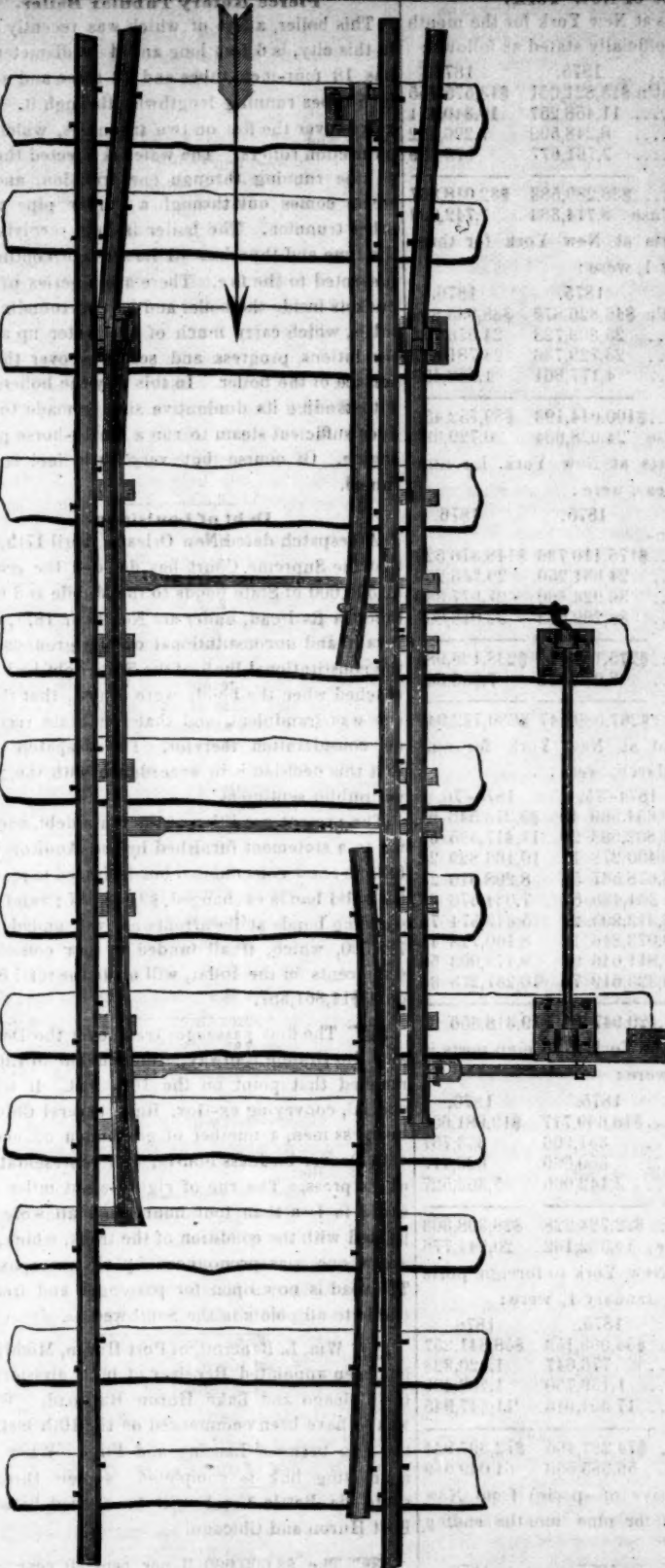
Mr. Wm. L. Bancroft, Receiver of the Chicago and Lake Huron Railroad, has been authorized by the court to purchase \$150,000 worth of iron for the road, and 150,000 new cross ties for the repairing of the track on the Peninsular division, or that portion of the road between Lansing and Valparaiso, and to re-grade the whole line west of Lansing where the ties are being laid.

Samuel Sloan has been elected President, R. S. Hayes Vice President, D. S. H. Smith Treasurer, Jacob S. Wetmore Assistant Treasurer, Ira H. Evans Secretary, and H. M. Hoxie General Superintendent of the International and Great Northern Railroad.

Safety railroad switches with the main track unbroken.

Railroad crossings, frogs and other roadway supplies.

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**Wharton's Patent Safety Railroad Switch.****MAIN TRACK UNBROKEN.**

This switch is adopted by the Pennsylvania Railroad Company, Philadelphia, Wilmington and Baltimore Railroad Company, Chesapeake and Ohio Railroad Company, Central Pacific Railroad Company, New Haven and Northampton Railroad Company, Connecticut River Railroad Company, United Companies of New Jersey, New Orleans and Great Northern Railroad Company, Wilmington and Weir Railroad Company, Boston, Hoosac Tunnel and Western Railroad, and other leading railroads. Full descriptive drawings and testimonials furnished on application.

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**EASTON, PA.**  
LEADS, ZINCS, COLORS, VARNISHES, DRYERS and PAINTS, "Always Ready" Mixed.  
ALL COLORS BY THE GALLON.



## Commerce of New York.

The foreign imports at New York for the month of March, 1876, are officially stated as follows:

	1875.	1876.
Entered for consump't'n.	\$15,821,051	\$13,575,155
Do. for warehousing....	11,458,257	10,840,471
Free goods.....	8,248,598	7,226,442
Specie and bullion.....	2,761,677	876,799

Total entered at port...	\$38,289,583	\$32,018,867
Withdrawn fr. wareh'use	8,714,383	7,742,293

The foreign imports at New York for three months from January 1, were:

	1875.	1876.
Entered for consump't'n	\$46,826,879	\$38,935,829
Do. for warehousing...	25,309,723	24,576,791
Free goods.....	23,729,736	24,781,377
Specie and bullion.....	4,177,861	1,458,469

Total entered at port...	\$100,044,193	\$89,752,456
Withdrawn fr. wareh'use	24,928,604	20,729,393

The foreign imports at New York for nine months of the fiscal year, were:

	1875.	1876.
Six months ending Jan- uary.....	\$175,110,736	\$148,376,529
January.....	24,831,250	29,756,259
February.....	36,923,860	27,977,330
March.....	38,289,583	32,018,867

Total nine months.....	\$275,154,929	\$238,128,985
Deduct specie.....	8,074,782	7,856,089

Total merchandise.....	\$267,080,147	\$230,272,946
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The duties received at New York for nine months ending with March, were:

	1874-'75.	1875-'76.
July.....	\$9,654,569 49	\$9,273,546 61
August.....	11,802,593 20	11,417,505 51
September.....	11,400,273 11	10,163,829 28
October.....	8,678,567 56	8,208,816 27
November.....	6,364,435 53	7,034,576 39
December.....	6,812,995 27	5,349,574 79
January.....	8,072,846 12	8,160,728 44
February.....	11,811,046 95	9,473,003 56
March.....	10,323,619 78	10,287,275 36

Total.....	\$84,420,947 01	\$79,318,356 21
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The exports from New York to foreign ports in the month of March, were:

	1875.	1876.
Domestic produce.....	\$18,669,717	\$19,981,600
Foreign free goods.....	351,906	333,757
Do. dutiable.....	560,539	629,419
Specie and bullion.....	8,142,066	5,863,527

Total exports.....	\$22,724,228	\$26,808,808
Do. exclusive of specie.	19,582,162	20,944,776

The exports from New York to foreign ports for three months from January 1, were:

	1875.	1876.
Domestic produce.....	\$55,069,153	\$58,641,257
Foreign free goods.....	776,647	1,120,323
Do. dutiable.....	1,139,750	1,288,409
Specie and bullion.....	17,301,915	11,347,945

Total exports.....	\$74,287,465	\$72,397,934
Do. exclusive of specie.	56,985,550	61,049,989

The exports (exclusive of specie) from New York to foreign ports for nine months ending with March, were:

	1875.	1876.
Six months ending Jan- uary 1.....	\$140,508,524	\$134,944,600
January.....	19,291,403	21,800,226
February.....	18,111,985	18,304,987
March.....	19,582,162	20,944,776

Total produce.....	\$197,494,074	\$195,994,589
Add specie.....	48,905,477	28,549,257

Total exports.....	\$246,399,551	\$224,543,846
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## Pierce Rotary Tubular Boiler.

This boiler, a test of which was recently made in this city, is 6 feet long and 4 in diameter, and has 18 four-inch tubes and 18 three and a half-inch tubes running lengthwise through it. It revolves over the fire on two trunnions, which turn on friction rollers. The water is injected through a pipe running through one trunnion, and the steam comes out through a similar pipe at the other trunnion. The boiler is kept revolving all the time and thus has all its surface continually presented to the fire. There are a series of iron buckets inside the boiler and half surrounding the tubes, which carry much of the water up as the revolutions progress and scatter it over the hot surface of the boiler. In this way the boiler, not withstanding its diminutive size, is made to produce sufficient steam to run a ninety-horse power engine. Of course but very little fuel is consumed.

## Debt of Louisiana.

A despatch dated New Orleans, April 17th, says that the Supreme Court has decided the issue of \$2,500,000 of State bonds to the Mobile and Chattanooga Railroad, under act No. 95 of 1871, to be invalid and unconstitutional on the grounds that the constitutional limit of the State debt had been reached when the bonds were issued, that the issue was fraudulent, and that the State received no consideration therefor. The despatch adds that this decision is in accordance with the general public sentiment.

The present condition of the State debt, according to a statement furnished by the Auditor, is as follows: new consolidated bonds, issued in place of the valid bonds exchanged, \$9,035,387; valid outstanding bonds and warrants not yet funded, \$4,710,000, which, if all funded in new consols at sixty cents on the dollar, will make the total State debt \$11,861,387.

The first passenger train over the Denver and Rio Grande Railway, from Pueblo to Elmor, reached that point on the 16th inst. It was a special, conveying ex-Gov. Burt, several Chicago business men, a number of gentlemen connected with Denver business houses, and representatives of the press. The run of eighty-eight miles was made in less than four hours, and all were delighted with the condition of the track, which, for a new one, was pronounced by all unsurpassed. The road is now open for passenger and freight traffic to all points in the Southwest.

Wm. L. Bancroft, of Port Huron, Michigan, has been appointed Receiver of both divisions of the Chicago and Lake Huron Railroad. Work was to have been commenced on the 10th inst. on the gap between Lansing and Flint. When the connecting link is completed, a new through route via Battle Creek will be opened between Port Huron and Chicago.

The \$3,000,000 6 per cent 30 year gold bonds of the city of Cincinnati, recently awarded to Espy, Heidelberg & Co., of Cincinnati, was for the account of a Syndicate, consisting of Messrs. Kuhn, Loeb & Co., Heidelberg, Ickelheimer & Co., Netter & Co., and other bankers, of New York city.

C. W. Mead has been appointed General Superintendent of the Missouri Pacific Railroad.

The first train passed over the new railroad bridge across the Oswego River on the 14th inst., and the rails of the Rome, Watertown and Ogdensburg Railroad Company now extend from Potsdam Junction and Ogdensburg to the Niagara River, thus completing the chain from Portland to Niagara.

## RAILROAD IRON.

THE undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh, Steel or Iron Rails, and of any required weight and pattern.

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NEW YORK.

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Manufactory at Kingston, N. Y.

(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT, having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic (Diamond A) Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from out (lately Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement, having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, Office, No. 35 Liberty Street, New York."

M. Erigham, J. H. Butts, Ag't,  
KINGSTON, N. Y. 05 LIBERTY ST. N. Y.

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W. G. JAMES, Treasurer.  
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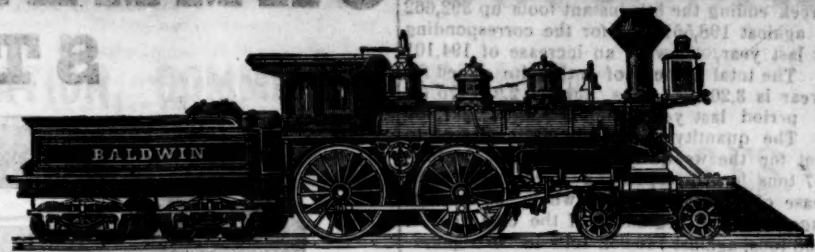
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**The Coal Trade.**

The return of the trade from all the regions for the week ending the 8th instant foots up 392,662 tons, against 198,561 tons for the corresponding week last year, showing an increase of 194,101 tons. The total amount of anthracite mined for the year is 3,206,341 tons, against 2,915,275 for same period last year, an increase of 291,066 tons. The quantity of bituminous coal sent to market for the week was 80,616 tons, against 88,467 tons for corresponding week last year, a decrease of 7852 tons. The whole bituminous tonnage from the beginning of the coal year is 766,708 tons, against 746,052 tons in corresponding time last year, an increase of 20,656 tons. The total tonnage of all kinds of coal for the week is 473,278 tons, against 287,028 to corresponding date last year, an increase of 186,250 tons, and the total tonnage for the coal year is 3,978,049 tons, against 3,661,827 tons to same date last year, an increase of 311,722 tons. The quantity of coal and coke carried over the Pennsylvania Railroad the last three days in March was 54,714 tons, of which 40,767 tons were coal and 13,947 tons coke. The total carried this year is 842,902 tons, of which 686,497 were coal and 106,905 coke. This total embraces all the coal carried over the road, east and west. At Port Richmond for the week ending on the 15th instant there were receipts of 63,000 tons of coal and shipments of 40,000 tons, leaving 137,500 tons on hand. We continue to quote freight charges to New York at 85 cents, Providence at \$1 20@81 25 and to Boston at \$1 35@81 40 per ton. At Perth Amboy for the week ending on the 8th instant the receipts of coal were 20,868 tons and the shipments 10,954 tons, leaving 89,832 tons on hand.—*Phila. Ledger, Apr. 17.*

A meeting was held at Chelsea, Mass., on the 17th inst. to consider the construction of a narrow gauge railroad from a point on Salem street in East Malden to Winthrop Junction on the Boston, Revere Beach and Lynn Railroad, a distance of four and a third miles. A committee was appointed to obtain right of way, and to obtain subscription to the capital stock which is to be placed at \$160,000. The estimated cost is \$15,788.

The aggregate earnings of all the French lines in 1875 amounted to £38,576,723, as compared with £31,960,116 in 1874, showing the large increase of £1,616,567 last year. The extent of new line opened in 1875 was 420 1/2 miles.

CHAS. PFEIFER, Constructing Engineer. C. J. SCHULTZ, Proprietor.

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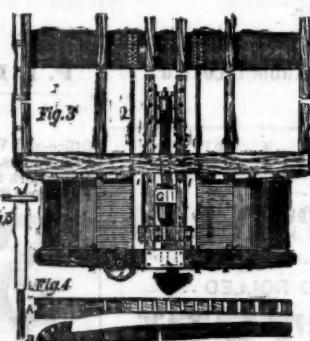
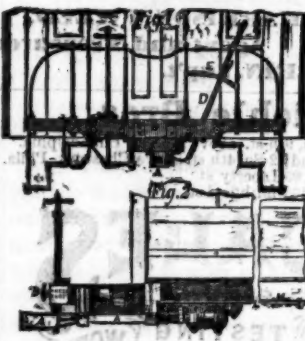
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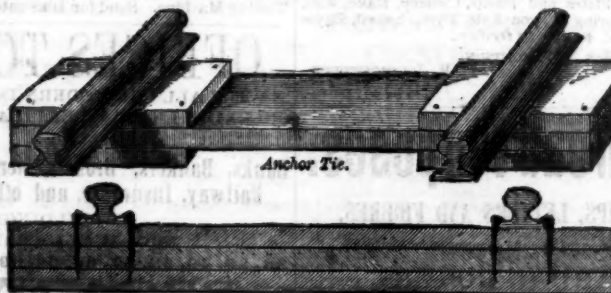


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These Ties are steam cured and made indestructible by antiseptic compounds. They possess elasticity, durability, even surface, uniform size; can be repaired when worn by the rail; less strain on rolling stock.

The Tripler Railroad Cross Tie Company are now prepared to furnish Railroads with any quantity for immediate delivery or for the ensuing year.

Some of the Ties which have been in use three years are now in the office of the company for inspection.

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